MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 236

CONTRACT NUMBER: 9538 #1

1982 SW Main Ave.-SW Alice Lane 9538
Sec. of SW Allen Blvd. in Beaverton. (Gr., Pav., Sign., Sig.) #1

C+A 5373 7/9/75, 12/30/77
6777 10/10/78

9538

FEIS NOISE STUDY REPORT
S.W. MURRAY BOULEVARD-S.W. ALICE LANE
ALLEN BOULEVARD
CITY OF BEAVERTON
WASHINGTON COUNTY

PREPARED BY:

CH2M HILL
PORTLAND, OREGON

REVISED AND EDITED BY:

OREGON DEPARTMENT OF TRANSPORATION
TIM THEX, SR. ENVIRONMENTAL ENGINEER
ENVIRONMENTAL SECTION
TECHNICAL SERVICES BRANCH
FEBRUARY 1980

RECEIVED
JUL 14 1982
ROAD DESIGN SECTION

Verstoeg
Anderson
Adams
Olson
Sullivan
✓ Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

10335
Anthony J George Jr.
July 13, 1979
ANTHONY J. GEORGE JR.

OVERVIEW

This FEIS noise study report has been prepared to update and revise the May 1979 DEIS noise study report. The primary purpose of the revision was to document the impacts and mitigation measures that would occur as a result of the selected alternative and to ensure the validity of the FHWA noise prediction model used for future noise predictions.

Existing noise measurements taken by the consultant (CH2M Hill), who prepared the 1979 DEIS noise study report were not in agreement with the FHWA noise model predictions. Additional noise measurements taken by the Oregon Department of Transportation (ODOT) verified the consultant's findings. In the DEIS noise study report, it was assumed that most of the noise measurements were taken in the acoustic "near field", and adjustments were made accordingly. Upon closer inspection of the measurements, however, it was found that near field corrections were not appropriate. In the following report the noise measurements were found to be influenced by a variety of factors. This is explained in the ACTUAL VS. PREDICTED NOISE LEVELS section of this report.

The most significant modification to the original report is the adjustment made to travel speeds during the noise measurements. The consultant used calculated travel speeds as model input. Calculated travel speeds are a ratio of total distance traveled to time, including time spent stopped at traffic signals. When a roadway is not operating at full capacity, as is the case with Allen Boulevard during off peak hours, actual travel speeds are greater than calculated travel speeds. Actual travel speeds past a specific measurement site can be misrepresented by using the calculated travel speeds. In order to find the actual travel speeds, the project was driven at specific times past the measurement sites and the travel speeds noted. These speeds were then used as model input. In the future, as traffic volumes increase and approach capacity, the calculated travel speeds and actual travel speeds throughout the project agree more closely. The consultant was contacted and concurs with these findings.

Future noise levels were then recalculated for all the project alternatives. Predicted impacts to receptors along the project section were reevaluated to reflect the adjustments to the noise prediction model.

Noise mitigation to impacted receptors was investigated in accordance with the Federal Highway Progrm Manual (FHPM), Section 7-7-3.

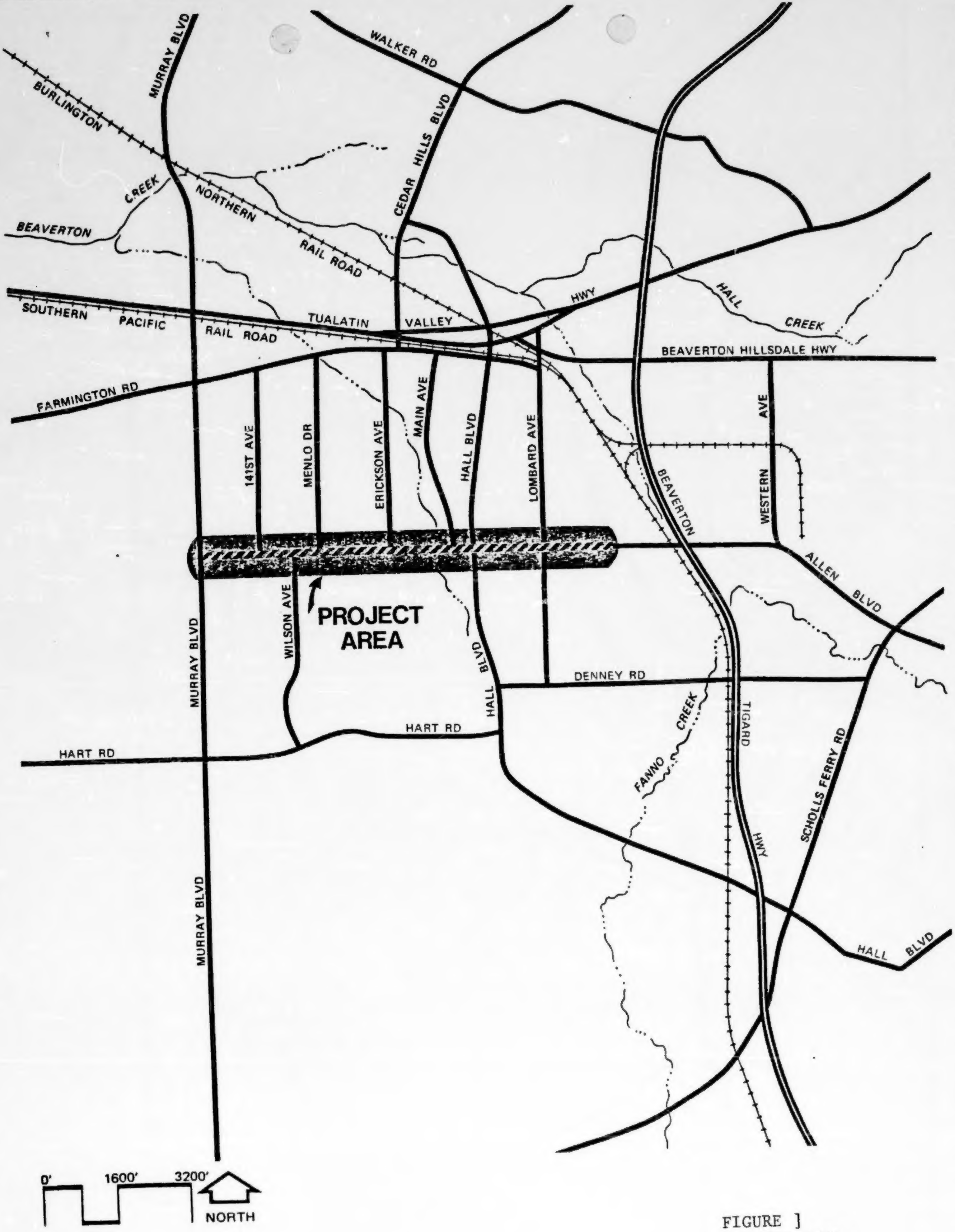

MURRAY BLVD
WALKER RD
CEDAR HILLS BLVD
BURLINGTON
NORTHERN
RAIL ROAD
BEAVERTON
CREEK
SOUTHERN
PACIFIC
RAIL ROAD
TUALATIN
VALLEY
HWY
HALL
CREEK
BEAVERTON HILLSDALE HWY
FARMINGTON RD
141ST AVE
MENLO DR
ERICKSON AVE
MAIN AVE
HALL BLVD
LOMBARD AVE
WESTERN
AVE
BEAVERTON
ALLEN
BLVD
PROJECT
AREA
WILSON AVE
MURRAY BLVD
HALL
BLVD
DENNEY RD
FANNO
CREEK
TIGARD
HWY
SCHOLLS FERRY RD
HART RD
HART RD
HALL
BLVD
MURRAY BLVD
0'
1600'
3200'
NORTH

FIGURE 1
PROJECT AREA

INTRODUCTION

The proposed project would improve a 1.5 mile section of Allen Boulevard in the City of Beaverton, Oregon. Beaverton, located in Washington County, is a suburban community of the Portland Metropolitan area. Allen Boulevard serves as a primary east-west arterial street for the entire south Beaverton area within the project section. Allen Boulevard is currently a two lane roadway within a 40 to 50-foot right-of-way.

The purpose of the project is to relieve current traffic congestion on Allen Boulevard by providing additional capacity and improving levels of service. This would be done by extending the right-of-way to a width of 66 to 72 feet and constructing a four lane facility (Alternative A) with left hand turn lanes at the Hall and Lombard intersections. Planter strips and sidewalks would be constructed on both sides of the roadway except at major intersections. Two additional traffic signals would be added at Erickson and Wilson Avenues to optimize traffic flow.

A two lane alternative (Alternative B) was analyzed in the draft environmental impact statement but not selected. The noise characteristics of Alternative B will be noted for information and comparison.

The project area is primarily residential. There are about 800 multifamily units (duplexes, four-plexes, apartments, and condominiums) and about 50 single family residences immediately adjacent to this section of Allen Boulevard. Two churches, a preschool, and a convalescent home are located within the project area. Most of these structures have direct access to Allen Boulevard.

Commercial and public uses are clustered at or near major intersections. Grocery stores and other large shopping areas are located near the intersections of Murray, Hall, and Lombard Avenue.

The current zoning matches existing land uses. The principal zone is R-2, multifamily (See Figures 2 and 3). Commercial zoning districts include office and neighborhood commercial developments. Future zoning is predicted to remain largely residential.

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The Federal Highway Administration (FHWA) classification for this project is 1-B (uncontrolled access).

FHWA has developed a set of guidelines to aid in evaluating noise impacts to a community. The guidelines are called Federal design noise levels, and refer to the upper limit of acceptable traffic noise levels for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. Table 1 shows the various activity categories and their respective Federal design noise

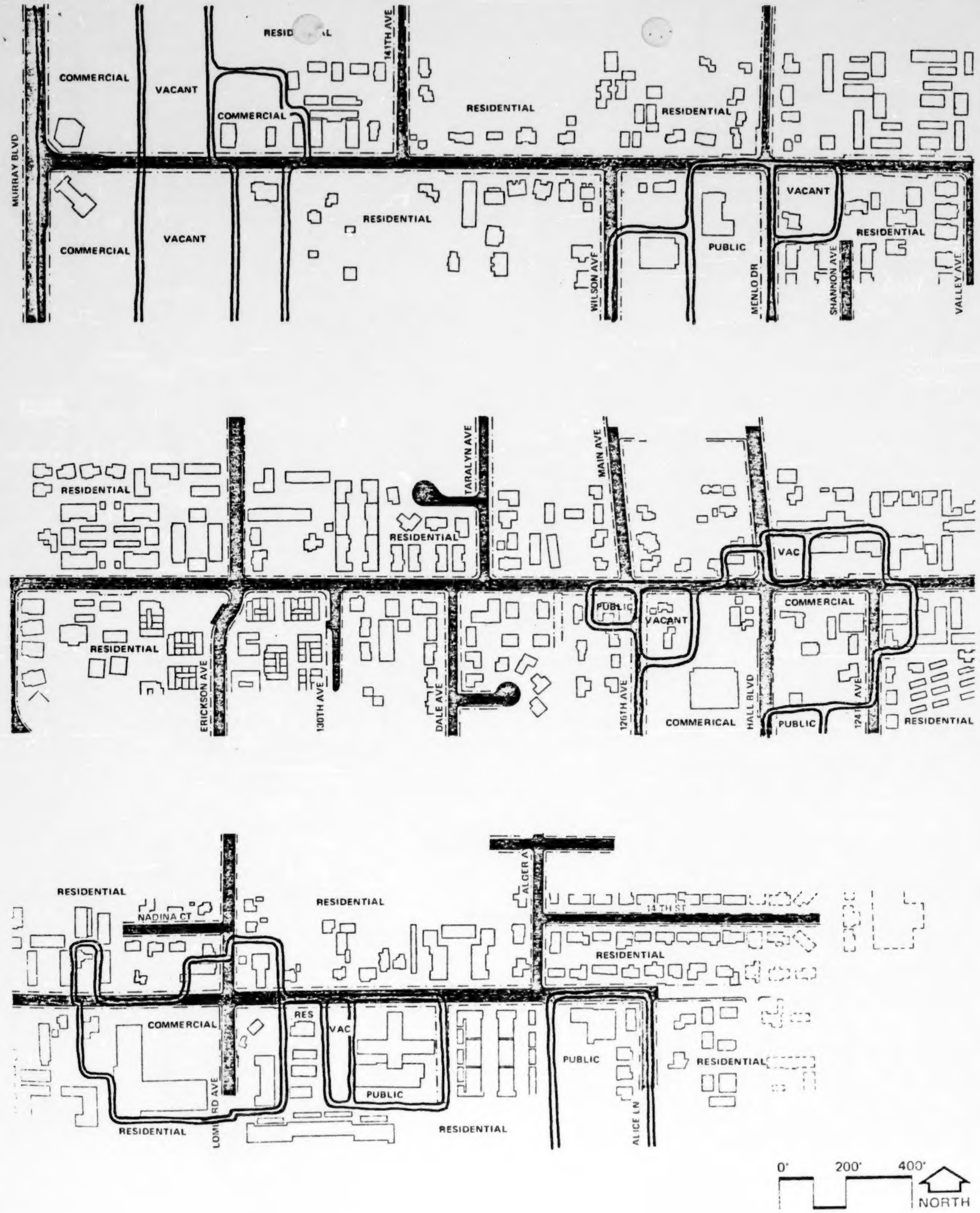

RESID AL
141TH AVE
COMMERCIAL
VACANT
COMMERCIAL
RESIDENTIAL
RESIDENTIAL
MURRAY BLVD
COMMERCIAL
VACANT
RESIDENTIAL
VACANT
PUBLIC
RESIDENTIAL
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
TARALYN AVE
MAIN AVE
RESIDENTIAL
RESIDENTIAL
VAC
PUBLIC
VACANT
COMMERCIAL
RESIDENTIAL
ERICKSON AVE
130TH AVE
DALE AVE
126TH AVE
COMMERICAL
HALL BLVD
PUBLIC
124 AVE
RESIDENTIAL
RESIDENTIAL
NADINA CT
RESIDENTIAL
ALGER A
14TH ST
RESIDENTIAL
COMMERCIAL
RES
VAC
PUBLIC
PUBLIC
RESIDENTIAL
RESIDENTIAL
LOM RD AVE
RESIDENTIAL
ALICE LN
0'
200'
400'
NORTH

FIGURE 2
EXISTING LAND USE

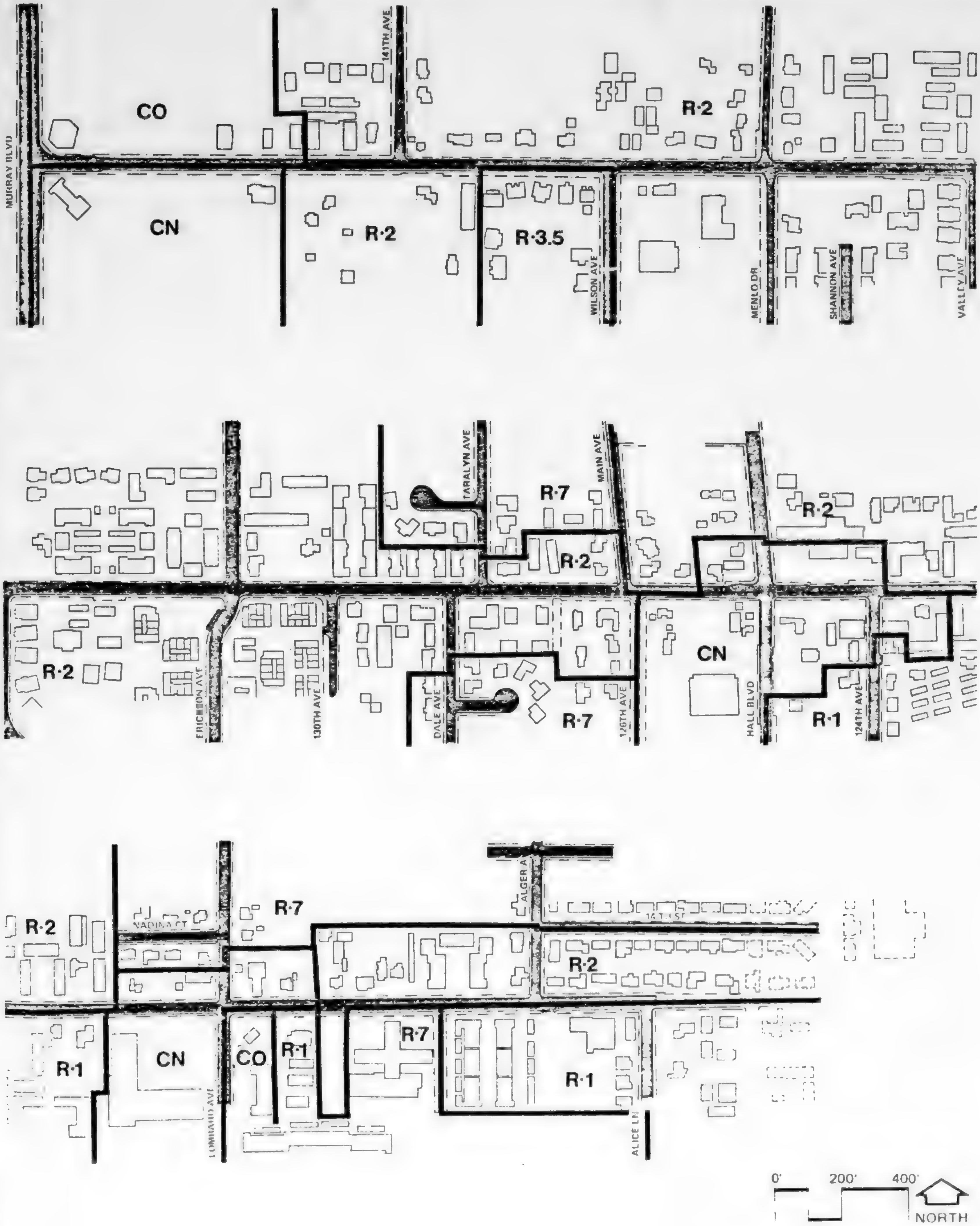

CO
CN
R·2
R·3.5
R·2
MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
R·7
R·2
R·2
R·2
CN
R·7
R·1
ERICKSON AVE
130TH AVE
TARALYN AVE
DALE AVE
MAIN AVE
126TH AVE
HALL BLVD
124TH AVE
R·2
R·7
R·2
R·1
CN
CO
R·1
R·7
R·1
NADINA CT
ALGER A
141ST ST
LOMBARD AVE
ALICE LN
0'
200'
400'
NORTH

FIGURE 3
EXISTING ZONING

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

levels. There are no areas in Activity Category A on this project. All commercial structures are grouped into Activity Category C.

A series of noise level measurements and concurrent traffic counts were made to determine the existing environment and to provide a base for estimating future noise levels caused by changes in traffic conditions.

Future noise levels for the design year 1998 were calculated by using the FHWA Highway Traffic Noise Prediction Model (Report FHWA RD-77-108). Input to the model included traffic volume and speed data obtained from the Oregon Department of Transportation (ODOT). Reference energy mean emission levels used in the model were nationwide averages. Predictions for existing conditions that were made using the FHWA procedures were compared with actual measurements. Actual levels were slightly higher than predicted levels, so appropriate adjustments were made to all FHWA model predictions.

All noise levels discussed are equivalent sound pressure levels based on A-scale weighting (dBA). A-scale weighting approximates the response of the human ear by filtering out some of the noise in the high and low frequency ranges that the ear does not detect well. The A-scale is used in most ordinances and standards. The equivalent sound pressure level (L_{eq}) is defined by FHWA as "... the equivalent steady state sound level which in a stated period of time would contain the same acoustic energy as the time varying sound level during the same time period".

EXISTING NOISE LEVELS

A series of noise level measurements were made by CH_2M in the vicinity of Allen Boulevard to characterize the existing noise environment and to provide a baseline for extrapolating noise levels expected for other traffic conditions. The noise measurements generally consisted of 20-30 minute manually recorded samples using a precision sound level meter. Counts of automobiles, medium trucks, and heavy trucks were made concurrently with the noise measurements. Table 2 describes the measurement sites. Figure 4 shows the locations of the measurement sites. The locations were chosen to represent the characteristic noise levels along the entire study area. Table 3 shows the results of the measurements.

The measurements were made at the seven major sites (Nos. 1-7) during the morning and evening rush hours and also during either mid-morning or afternoon. These times were expected to be the peak noise level periods. The measurements were also taken at different distances from the roadway, most less than 50 feet from the curb. The sites were all in areas of FHWA Activity Category B--single-family dwellings, apartments, condominiums, and a care center.

TABLE 2

LOCATIONS OF NOISE MEASUREMENTS MADE NEAR ALLEN BOULEVARD

Location No.	Description
1	Fircrest Manor apartments on Allen Boulevard across from S.W. Wilson, approximately 47 feet from the center of Allen Boulevard.
2	Residence at 5915 S.W. Murray, approximately 200 feet north of the intersection of S.W. Murray and Allen Boulevard and 85 feet from the center of S.W. Murray.
3	Mt. Vernon Village condominiums on Allen Boulevard, just west of S.W. Erickson, approximately 36 feet from the center of Allen Boulevard.
4	Residence at 12655 Allen Boulevard, just west of S.W. Hall, approximately 47 feet from the center of Allen Boulevard.
5	Residence at 12075 Allen Boulevard, just west of S.W. Lombard, approximately 59 feet from the center of Allen Boulevard.
6.	BelAir Care Center at 11850 Allen Boulevard, approximately 32 feet from the center of Allen Boulevard.
7.	Empty lot at the corner of S.W. Menlo and Allen Boulevard, approximately 58 feet from the center of the near lane of Allen Boulevard.
8.	Fir Grove Park at the corner of S.W. 130th Avenue and 22nd Street. Approximately 1,600 feet south of Allen Boulevard. Ambient condition site.

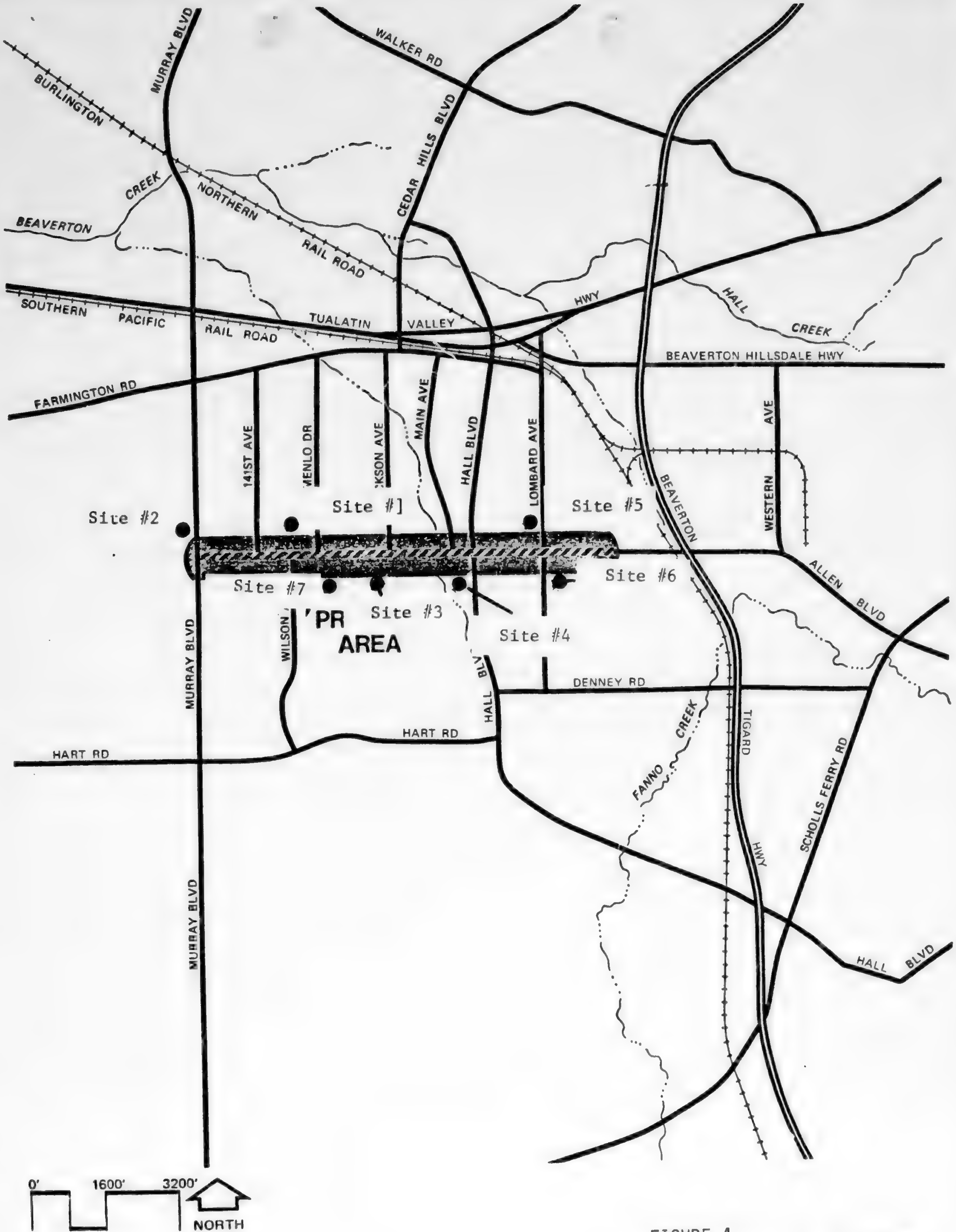
TABLE 3

RESULTS OF NOISE MEASUREMENTS MADE NEAR ALLEN BOULEVARD

Measurement Location	Time of Day	Measurement Period	Assumed Speed (mph)	L_{eq} (dBA)	Actual Traffic Counts Auto	 Med. Trucks*	 Heavy Trucks
1	Morning Rush Hour	7:25 - 7:45 a.m.	34	68	368	10	0
	Midmorning	9:30 - 9:50 a.m.	35	66	203	5	0
	Evening Rush Hour	4:20 - 4:50 p.m.	34	67	593	9	0
2	Morning Rush Hour	6:55 - 7:15 a.m.	33	68	461	11	2
	Midmorning	10:45 - 11:10 a.m.	35	68	370	16	36
	Evening Rush Hour	4:40 - 5:05 p.m.	33	67	777	8	17
3	Morning Rush Hour	7:10 - 7:30 a.m.	34	73	365	31	0
	Midmorning	10:00 - 10:20 a.m.	35	70	253	6	1
	Evening Rush Hour	5:10 - 5:40 p.m.	34	70	693	8	0
4	Morning Rush Hour	8:05 - 8:25 a.m.	23	67	338	7	1
	Midmorning	10:15 - 10:25 a.m.	25	65	117	3	0
	Evening Rush Hour	4:05 - 4:30 p.m.	23	65	499	13	0
5	Morning Rush Hour	8:32 - 8:52 a.m.	21	65	295	16	0
	Afternoon	1:17 - 1:47 p.m.	25	65	332	19	2
	Evening Rush Hour	5:55 - 6:25 p.m.	21	64	405	5	0
6	Morning Rush Hour	7:40 - 8:00 a.m.	31	70	374	10	0
	Afternoon	12:35 - 1:05 p.m.	35	70	385	9	1
	Evening Rush Hour	4:40 - 5:40 p.m.	31	70	1005	6	1
7	Evening Rush Hour	5:00 - 5:55 p.m.	26	64	1180	9	0
8	Evening	7:00 - 7:25 p.m.	--	52	---	--	--

---

*Includes school buses.



MURRAY BLVD
WALKER RD
BURLINGTON
CREEK
NORTHERN
CEDAR HILLS BLVD
BEAVERTON
RAIL ROAD
SOUTHERN
PACIFIC
RAIL ROAD
TUALATIN
VALLEY
HWY
HALL
CREEK
BEAVERTON HILLSDALE HWY
FARMINGTON RD
141ST AVE
MENLO DR
KSON AVE
MAIN AVE
HALL BLVD
LOMBARD AVE
WESTERN AVE
BEAVERTON
Site #2
Site #1
Site #5
Site #7
Site #3
Site #6
Site #4
ALLEN BLVD
WILSON
'PR
AREA
MURRAY BLVD
HALL BLV
DENNEY RD
HART RD
HART RD
HALL
FANNO CREEK
TIGARD
HWY
SCHOLLS FERRY RD
MURRAY BLVD
HALL BLVD
0'
1600'
3200'
NORTH

FIGURE 4
MEASUREMENT SITE LOCATIONS

ACTUAL VS. PREDICTED NOISE LEVELS

A comparison was made between actual noise levels measured at Sites 1 through 7 and noise levels predicted for those sites using the FHWA noise prediction model. Actual traffic counts were used as model input. Speeds were found by driving the project and determining the actual travel speeds at the different measurement sites. Table 4 summarizes the comparisons.

The majority of the predicted noise levels are lower than those actually measured. The average amount by which the measured level exceeds the predicted level is 2.2 dBA (Table 4).

The explanation for the difference between measured levels and the model predictions is a combination of many factors. The pavement surface is rough in places, resulting in higher noise levels. The noise measurements, taken in December 1978 and January 1979, were recorded at a time of studded snow tire use. Also, Tri-Met and school buses were counted as medium trucks, while their noise emission levels may actually be more similar to those of heavy trucks.

Additional noise measurements were taken by ODOT in January 1980 in an effort to resolve the 2 dBA discrepancy. The measurement sites were selected to duplicate the sites in the previous study. The noise microphone was placed at the described location and the same distance from the roadway as the previous measurements. The results of the additional measurements are

TABLE 4

ACTUAL AND PREDICTED NOISE LEVELS (CH2M HILL)

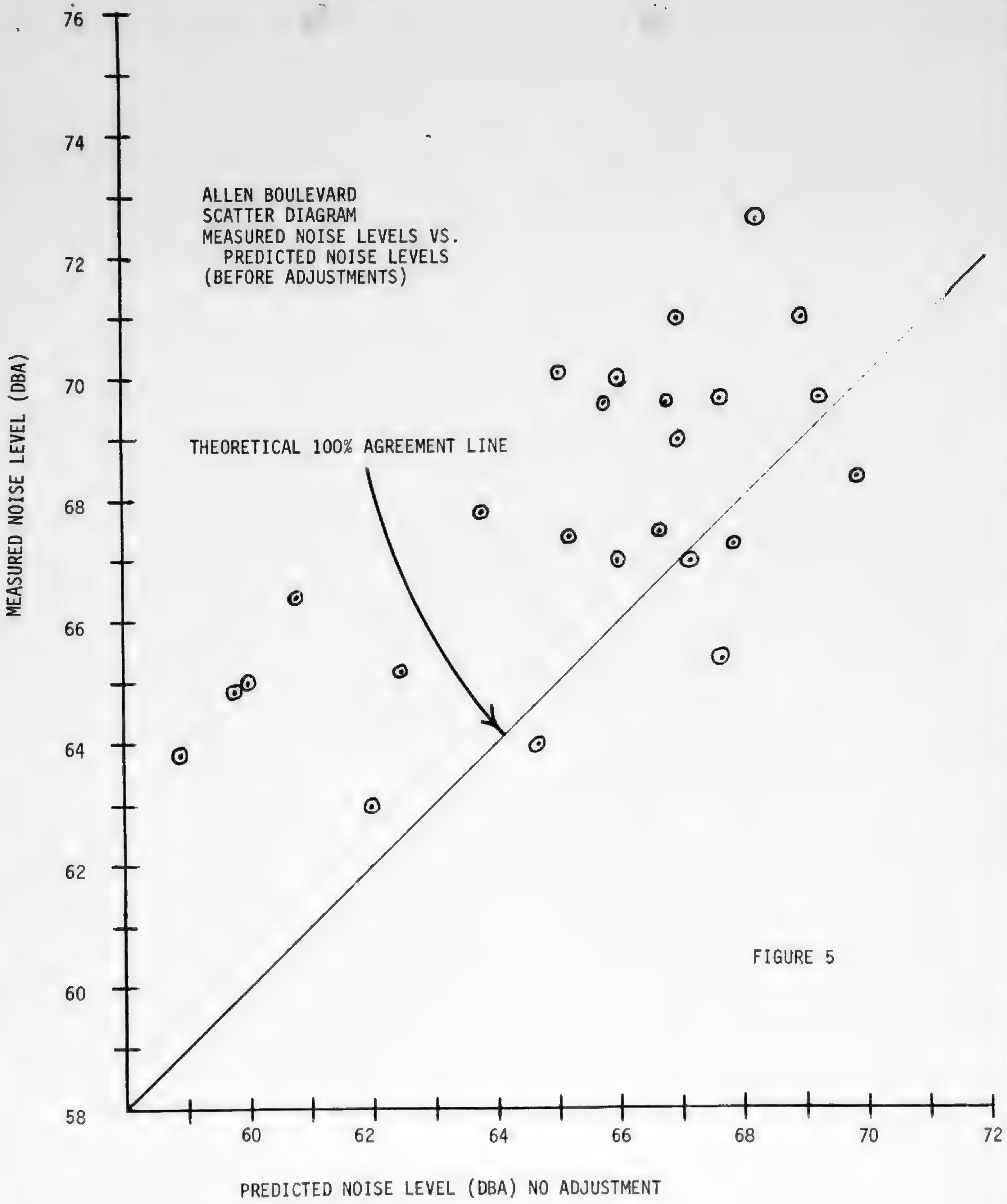
Location No.	Measurement Period	Assumed Speed (mph)	Actual L_{eq} (dBA)	Predicted L_{eq} (dBA)	Difference (+ or -)
1	7:25 - 7:45 a.m.	34	67.6	65.2	-2.4
	9:30 - 9:50 a.m.	35	66.4	62.8	-3.6
	4:20 - 4:50 p.m.	34	67.5	66.7	-0.8
2	6:55 - 7:15 a.m.	33	67.8	63.8	-4.0
	10:45 - 11:10 a.m.	35	68.4	69.9	+1.5
	4:40 - 5:05 p.m.	33	67.3	67.9	+0.6
3	7:10 - 7:30 a.m.	34	72.6	68.3	-4.3
	10:00 - 10:20 a.m.	35	70.1	65.5	-4.6
	5:10 - 5:40 p.m.	34	69.8	68.3	-1.5
4	8:05 - 8:25 a.m.	23	67.2	67.0	-0.2
	10:15 - 10:25 a.m.	25	65.0	60.0	-5.0
	4:05 - 4:30 p.m.	23	65.4	66.7	+1.3
5	8:32 - 8:52 a.m.	21	64.9	58.8	-6.1
	1:17 - 1:47 p.m.	25	65.2	62.5	-2.7
	5:55 - 6:25 p.m.	21	63.8	58.9	-4.9
6	7:40 - 8:00 a.m.	31	69.6	65.8	-3.8
	12:35 - 1:05 p.m.	35	69.7	67.7	-2.0
	4:40 - 5:40 p.m.	31	69.7	69.3	-0.4
7	5:00 - 5:55 p.m.	26	64.0	64.7	+0.7

summarized in Table 5. Again, the predicted noise levels averaged 2.1 dBA lower than the measured noise levels (Table 6).

To compensate for the lower predictions, an adjustment factor of +2 dBA was added to all future predictions. Figure 5 shows a scatter diagram of measured levels versus predicted levels before adjustments. Figure 6 shows the measured levels versus predicted levels after adjustments. Closer agreement with the theoretical 100 percent agreement line is evident in Figure 6.

NOISE IMPACT OF THE ALTERNATIVES

The peak hour 67 dBA contour is currently 25 to 95 feet from the centerline of Allen Boulevard. These values are based on the results of the noise measurements. The variation is caused by differing traffic volumes and speeds in the individual roadway sections. Table 7 lists the distances to the 67 dBA contour for the present and for the No-build and Build alternatives in 1998. The traffic volume and speed data used for peak noise hour L_{eq} predictions are listed in Table 8. Table 9 lists the predicted noise levels at 50 feet from the centerline of Allen Boulevard and the expected changes in noise levels from the present. A change of 5 dBA is considered to be a 25 to 50 percent change in subjective loudness. A 10 dBA change is considered to be a 100 percent change in subjective loudness. None of the alternatives is expected to increase current noise levels



ALLEN BOULEVARD
SCATTER DIAGRAM
MEASURED NOISE LEVELS VS.
PREDICTED NOISE LEVELS
(BEFORE ADJUSTMENTS)

FIGURE 5

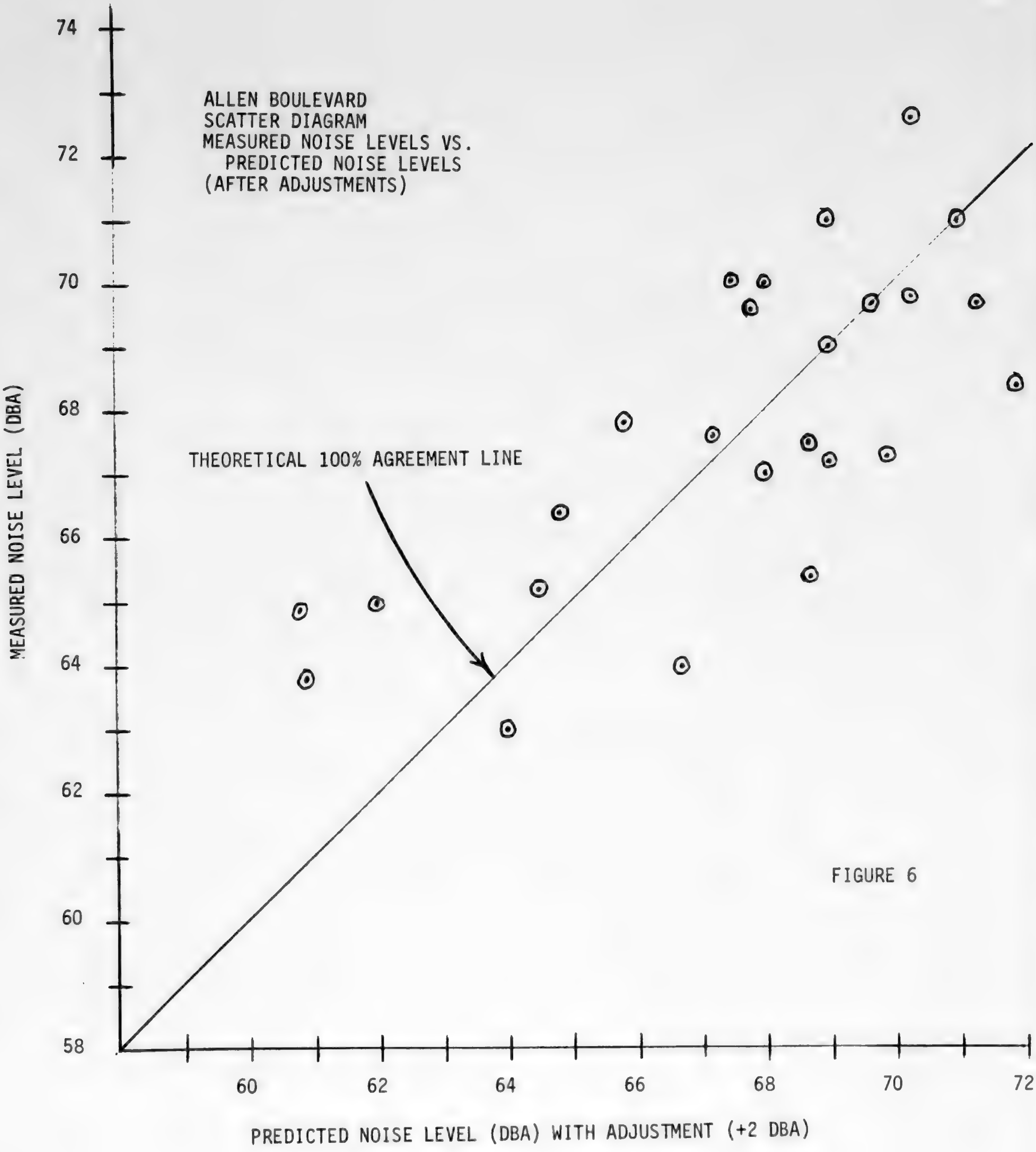

ALLEN BOULEVARD
SCATTER DIAGRAM
MEASURED NOISE LEVELS VS.
PREDICTED NOISE LEVELS
(AFTER ADJUSTMENTS)
THEORETICAL 100% AGREEMENT LINE
MEASURED NOISE LEVEL (DBA)
74
72
70
68
66
64
62
60
58
60
62
64
66
68
70
72
PREDICTED NOISE LEVEL (DBA) WITH ADJUSTMENT (+2 DBA)

FIGURE 6

TABLE 5

RESULTS OF ADDITIONAL NOISE MEASUREMENTS MADE NEAR ALLEN BOULEVARD (ODOT)

Measurement Location	Time of Day	Measurement Period	Assumed Speed (mph)	L_{eq} (dBA)	Actual Traffic Counts[1] Auto	Med. Trucks[2]	Heavy Trucks
1	11:25 - 11:45 a.m.	Morning	35	70	659	26	3
2	10:40 - 11:00 a.m.	Midmorning	35	69	850	46	43
3	1:05 - 1:25 p.m.	Afternoon	35	71	900	30	6
4	1:40 - 2:00 p.m.	Afternoon	25[3]	67	921	19	3
5	2:30 - 2:50 p.m.	Midafternoon	25	63	775	27	15
6	3:10 - 3:30 p.m.	Afternoon	35	71	950	32	0
7	3:50 - 4:10 p.m.	Afternoon	35	67	1209	51	3

[1] Expanded to Hourly Volumes

[2] Includes School Buses

[3] Interrupted Traffic Flow (Stop and Go)

TABLE 6

ACTUAL AND PREDICTED NOISE LEVELS (ODOT)

Location No.	Measurement Period	Assumed Speed (mph)	Actual L_{eq} (dBA)	Predicted L_{eq} (dBA)	Difference (+ or -)
1	11:25 - 11:45 a.m.	35	70	66	-4
2	10:40 - 11:00 a.m.	35	69	67	-2
3	1:05 - 1:25 p.m.	35	71	69	-2
4	1:45 - 2:00 p.m.	25	67	66	-2
5	2:30 - 2:50 p.m.	25	63	62	-1
6	3:10 - 3:30 p.m.	35	71	67	-4
7	3:50 - 4:10 p.m.	35	67	66	-1

by more than 3 dBA. This change would be barely noticeable to an average person. However, the number of buildings subjected to noise greater than or equal to the design noise level does significantly differ among the alternatives. The number of impacted* structures in 1998 is 0, 59, and 0 for the No-build, A and B alternatives, respectively. The number of impacted structures in 1978 was 68. Table 10 summarizes the different types of impacted structures for each alternative. Figure 7 shows and identifies the receptors predicted to exceed Federal design noise levels by year 1998 under Alternative A, the Build alternative.

---

*Peak hourly L_{eq} equals or exceeds 67 dBA.

Currently, very little undeveloped land exists in the project area. Some undeveloped commercial area exists in the extreme west end of the project area and near Hall Boulevard. There are also a few vacant residential lots. There is practically no possibility that structures would be placed on the commercial land close enough to the roadway that the FHWA design noise level would be violated. Violations on the residential land could easily be avoided by building far enough awav from the roadway or by incorporating additional noise abatement measures in the construction of the residence.

NO-BUILD ALTERNATIVE

The No-build alternative would result in a decrease in the noise impact from that existing in 1978. Noise level decreases from 1 to 5 dBA are predicted over the length of the project area. This is because of the lower average vehicle speed that would occur when the roadwav became more congested. The number of structures exceeding Federal design noise levels would decrease from 68 in 1978 to in 1998.

ALTERNATIVE A

Alternative A would provide a four-lane road for the entire length of the project. This would allow a greater volume of vehicles to move at a higher speed than under the No-build alternaive. Noise level changes along Allen Boulevard would range from an increase of 3 dBA to a decrease of 3 dBA over 1978 levels. The number of structures exceeding Federal design noise levels would be 9 less than in 1978.

TABLE 7

NOISE LEVELS

Roadway Section	Present	1998 Distance From The Centerline of Allen Boulevard to 67 dBA (feet) No-build	Alt. A	Alt. B
Alice-Lombard	85	25	50	40
Lombard-Hall	25	20	50	25
Hall-130th	50	25	50	20
130th-Erickson	50	30	65	25
Erickson-Wilson	50	25	50	*
Wilson-Murray	95	40	50	30

*Less than 20'

ALTERNATIVE B

Alternative B would provide a left-turn lane for the entire length of the project and would widen the road to four lanes at major intersections. This would provide capacity for about the same amount of vehicles in 1998 as Alternative A, but the average speed would drop considerably. This would result in noise level changes along Allen Boulevard remaining the same or decreasing up to 5 dBA over 1978 levels. The number of structures exceeding Federal design noise levels would be 0, the same as for the No-build alternative in 1998.

TABLE 8
TRAFFIC VOLUMES AND SPEEDS USED IN FHWA MODEL PREDICTIONS FOR PEAK NOISE HOUR L_{eq}

	1978	No-Build 1998	Alt. A 1998	Alt. B 1998
1. Alice Lane to Lombard Avenue				
Speed (mph)	25	22	25	21
Autos/Hr.	785	870	1,425	1,425
Medium Trucks/Hr.	46	50	81	81
Heavy Trucks/Hr.	9	10	14	14
2. Lombard Avenue to Hall Boulevard				
Speed (mph)	23	21	25	18
Autos/Hr.	730	805	1,330	1,330
Medium Trucks/Hr.	43	48	78	78
Heavy Trucks/Hr.	7	7	12	12
3. Hall Boulevard to 130th Avenue				
Speed (mph)	25	22	25	17
Autos/Hr.	950	1,035	1,655	1,655
Medium Trucks/Hr.	55	49	76	76
Heavy Trucks/Hr.	5	6	9	9
4. 130th Avenue to Erickson Avenue				
Speed (mph)	28	25	28	17
Autos/Hr.	890	995	1,600	1,600
Medium Trucks/Hr.	35	40	62	62
Heavy Trucks/Hr.	5	5	8	8
5. Erickson Avenue to Wilson Avenue				
Speed (mph)	27	24	27	17
Autos/Hr.	805	910	1,465	1,465
Medium Trucks/Hr.	30	34	56	56
Heavy Trucks/Hr.	5	6	9	9
6. Wilson Avenue to Murray Boulevard				
Speed (mph)	32	28	26	20
Autos/Hr.	665	700	1,185	1,185
Medium Trucks/Hr.	29	33	54	54
Heavy Trucks/Hr.	6	7	11	11

TABLE 9

COMPARISON OF NOISE LEVELS AT 50 FEET FROM CENTERLINE OF ALLEN BOULEVARD (dBA)

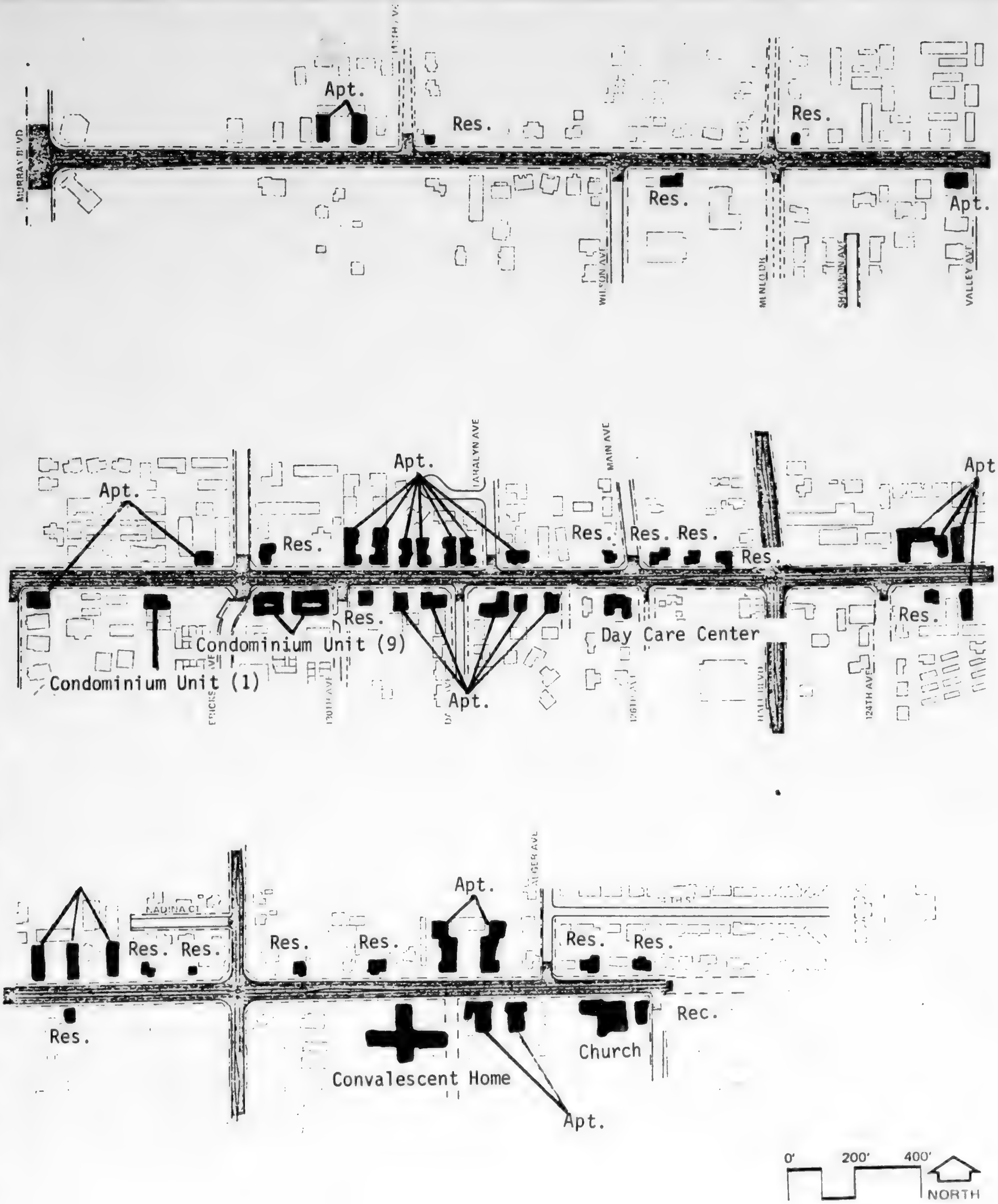
Roadway Section	Present	No-Build 1998	Alt. A 1998	Alt. B 1998
Alice-Lombard	69	64 (-5)	67 (-2)	66 (-3)
Lombared-Hall	64	63 (-1)	67 (+3)	64 (0)
Hall-130th	67	64 (-3)	67 (0)	63 (-4)
130th-Erickson	67	65 (-2)	68 (+1)	64 (-3)
Erickson-Wilson	67	64 (-3)	67 (0)	62 (-5)
Wilson-Murray	70	66 (-4)	67 (-3)	65 (-5)

Note: Change from present is in parentheses.

TABLE 10

NUMBER OF STRUCTURES EXCEEDING FEDERAL DESIGN NOISE LEVELS

	1978	No-Build 1998	Alt. A 1998	Alt. B 1998
Single Family Dwellings	32	0	18	0
Apartment Buildings	23	0	28	0
Condominium Units	10	0	10	0
Churches	1	0	1	0
Preschools	1	0	1	0
Convalescent Homes	1	0	1	0
TOTAL	68	0	59	0



MURRAY BLVD
Apt.
Res.
Res.
Res.
Apt.
WILSON AVE
SHANNON AVE
VALLEY AVE
Apt.
Apt.
Res.
Apt.
MAIN AVE
Res.
Res.
Res.
Res.
Apt.
Res.
Res.
Condominium Unit (9)
Condominium Unit (1)
Day Care Center
Apt.
Res.
HALL BLVD
124TH AVE
Apt.
Res.
Res.
Res.
Res.
Res.
Res.
Res.
Res.
Rec.
Church
Convalescent Home
Apt.
0'
200'
400'
NORTH

FIGURE 7
RECEPTORS EXCEEDING LEQ 67 DBA
DESIGN NOISE LEVEL
(Build Alternative A, Year 1998)

MITIGATION MEASURES

FHWA design noise levels currently are exceeded along Allen Boulevard and are predicted to be exceeded in 1998 for Alternative A, the selected alternative. The noise levels will be lower in 1998 than at present for the No-build alternative and Alternative B because of the decrease in average vehicle speed as traffic volumes increase. Mitigation measures will only be considered for Alternative A, the selected alternative.

Alternative A would result in noise levels up to 3 dBA greater than at present and 1-3 dBA greater than the No-build alternative in 1998. The noise levels at some of the buildings closest to the roadway are predicted to be about 70 dBA, which is 3 dBA above the design noise level.

Several approaches can be taken to abate the traffic noise. The strength of the noise source can be reduced by lowering traffic speeds or banning certain types of vehicles from the roadway. Traffic speeds are already low, and any further reduction would have adverse effects upon traffic congestion and air quality.

The FHWA model calculates the noise contributions of automobiles, medium trucks and heavy trucks separately. The effect on noise levels of the elimination of one or more of these vehicle clases can then be evaluated. Medium trucks have two axles and six wheels and are designed for the transportation of cargo. Heavy trucks have three or more axles and are also designed for the transportation of cargo.

The theoretical effects of banning heavy trucks alone or banning both heavy and medium trucks are summarized in Table 11. Banning heavy trucks alone would result in a 1 dBA decrease in noise levels. The resultant noise levels would be at or below Federal design noise levels and only 2 to 3 dBA over No-build levels. Banning both heavy and medium trucks would be more effective, resulting in 3-4 dBA decreases in noise levels. The levels would be equal to 1998 No-build levels and within the L_{eq} 67 dBA design noise levels.

However, heavy trucks are already banned on Allen Boulevard between Hall and Murray Boulevards, yet many heavy trucks still travel the roadway. Predicted traffic volumes between Hall and Murray Boulevard are based on the assumption that the heavy truck ban will remain in effect. It is reasonable to assume that even though the ban is not totally effective, it reduces heavy truck volumes greatly. It is recommended that the heavy truck ban be continued for the new facility between Hall and Murray Boulevards.

Heavy trucks could not be banned between Highway 217 and Hall Boulevard because of the commercial nature of the area. It would not be practical to ban medium trucks anywhere on the project, because they service the commercial areas of Allen Boulevard and include school and city buses.

TABLE 11

NOISE LEVELS (dBA) AT 50 FEET FROM CENTERLINE OF ALLEN BOULEVARD WITH SPECIFIC VEHICLE CLASSES BANNED - ALTERNATIVE A

Roadway Section	No Vehicles Banned	Only Heavy Trucks Banned	Heavy Trucks and Medium Trucks Banned
Alice-Lombard	67 (+3)	66 (+2)	63 (-1)
Lombard-Hall	67 (+4)	66 (+3)	63 (0)
Hall-130th	67 (+3)	66 (+2)	64 (0)
130th-Erickson	68 (+4)	67 (+3)	65 (+1)
Erickson-Wilson	67 (+3)	66 (+2)	64 (0)
Wilson-Murray	67 (+1)	65 (-1)	63 (-3)

Note: Difference from 1998 No-build conditions is in parentheses.

Other mitigation methods were investigated to decrease traffic noise on this project. Lowering speed limits to decrease traffic noise would be impractical, because that would be inconsistent with the overall project purpose. Since traffic noise is worst during daytime hours, a nighttime use restriction would not be effective. Exclusive lane designations would not be practical in this area. Changes in horizontal and vertical alignment for noise mitigation were not explored, because the project is limited to the modification of an existing facility. Right-of-way is very limited due to the development on both sides of the roadway.

Another approach to decreasing the noise impact would be the construction of noise barriers between the roadway and the impacted structures. Noise barriers are constructed of materials such as brick, concrete, wood, or earth, in sufficient surface density (3-3.5 pounds per square foot of vertical surface, minimum) to physically block the transmission of any significant amount of acoustical energy. They do not totally eliminate the noise from the roadway, however, since the sound waves can diffract over the top and around the ends of the barrier. Openings greatly reduce the effectiveness of barriers. Therefore, the use of barriers in areas where direct access to Allen Boulevard must be maintained was closely investigated.

Since right-of-way is so limited on this project, earth berms were not considered. Barriers investigated were limited to concrete and wood walls. The proposed right-of-way line was the only practical location for installation of the walls.

Noise barriers were evaluated in three locations. These three locations were chosen because they were the only locations at which a noise reduction of 1 dBA or greater could be achieved at impacted receptors. Due to safety considerations, the barriers were shortened in order to achieve the proper sight distance for safe access to Allen Boulevard from side streets, parking lots, and driveways. The barriers also have openings at each of the access points. These factors greatly limit the effectiveness of the barriers, and, in many cases, completely eliminates effectiveness.

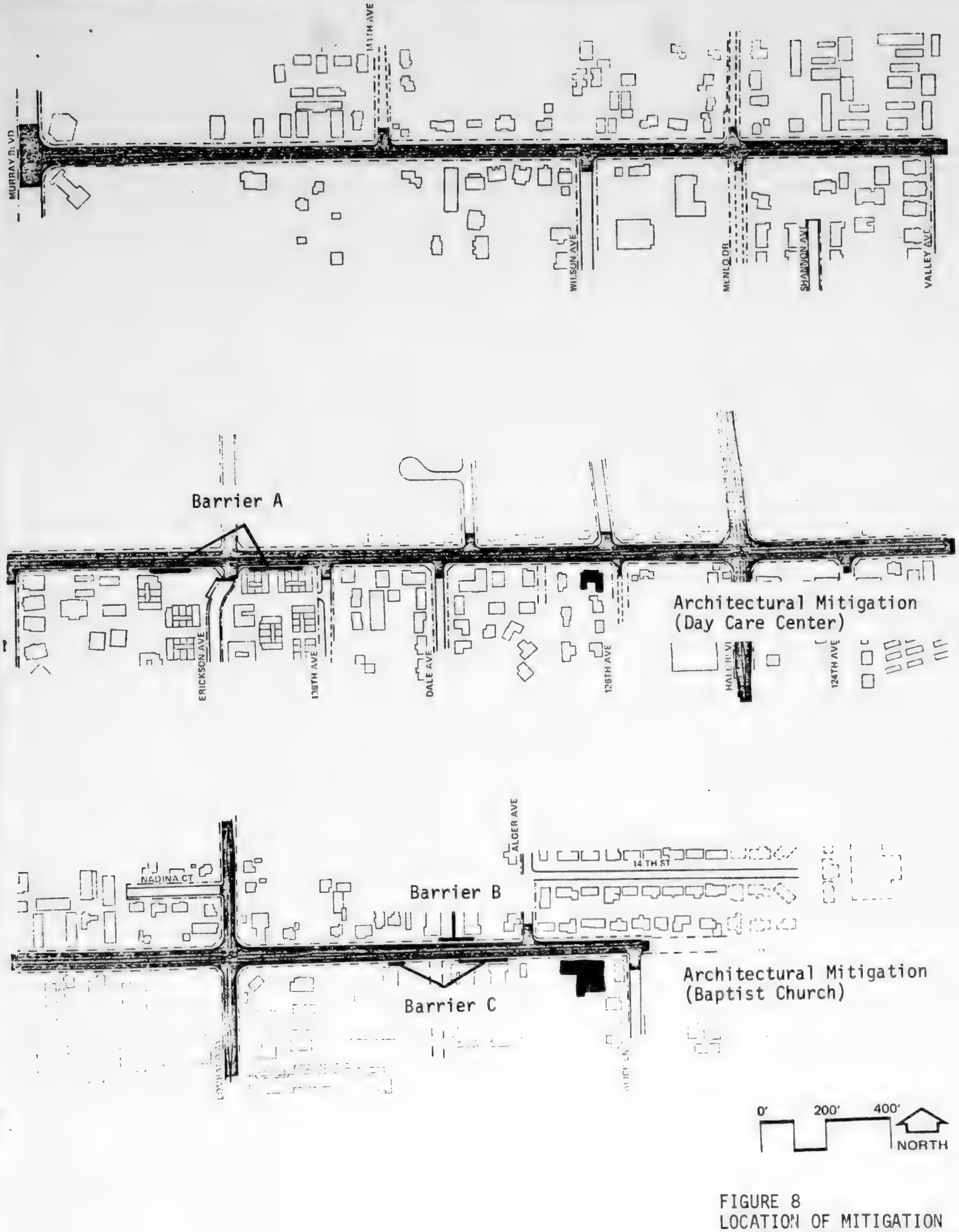

MURRAY BLVD
141TH AVE
WILSON AVE
MENLO DR
SHANNON AVE
VALLEY AVE
Barrier A
ERICKSON AVE
138TH AVE
DALE AVE
126TH AVE
HALL BLVD
124TH AVE
Architectural Mitigation
(Day Care Center)
NADINA CT
ALGER AVE
14 TH ST
Barrier B
Barrier C
Architectural Mitigation
(Baptist Church)
0'
200'
400'
NORTH

FIGURE 8
LOCATION OF MITIGATION
INVESTIGATED ON PROJECT

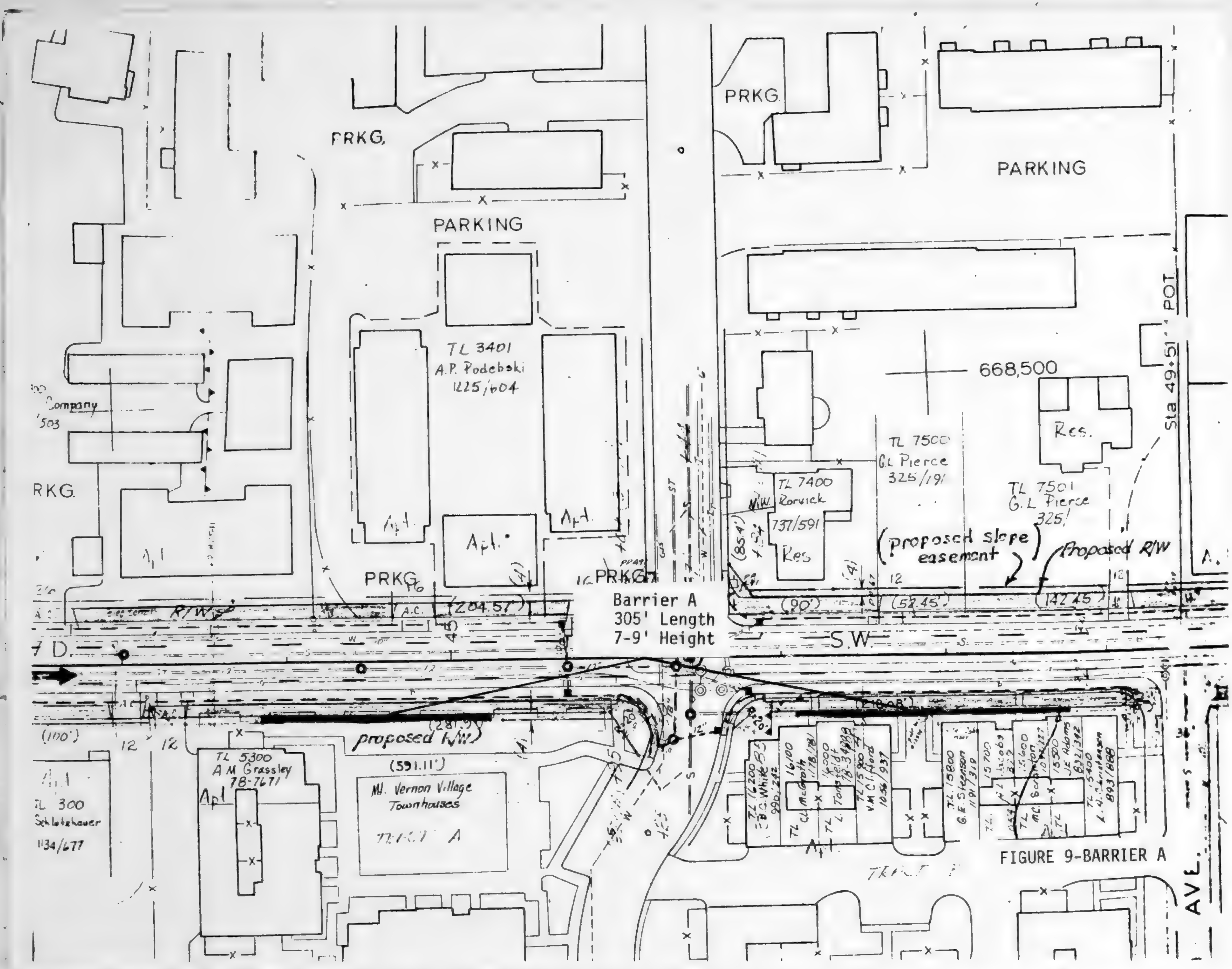

PRKG.
PARKING
PRKG.
PARKING
Company
'503
RKG.
TL 3401
A.P. Podebski
1225/604
Apt.
Apt.
Apt.
Apt.
668,500
Res.
TL 7500
G.L Pierce
325/191
TL 7400
Rorvick
737/591
Res
TL 7501
G.L Pierce
325/
(proposed slope easement)
Proposed R/W
Sta 49+51 POT
PRKG
PRKG
R/W
A.C.
(204.57')
Barrier A
305' Length
7-9' Height
(85.4')
(90')
(52.45')
(142.45')
S.W.
D.
(100')
12
12
proposed R/W
(591.11')
TL 5300
A.M. Grassley
78-7671
Apt
TL 300
Schlotzhauer
1134/677
Mt. Vernon Village
Townhouses
TRACT A
TL 16200
B.G. White
990/242
TL 16100
C.L. McGrath
1178/1781
TL 16000
L. Tonsfeldt
78-34999
TL 15900
V.M. Clifford
1056/937
TL 15800
G.E. Steenson
1191/318
TL 15700
Jacobs
TL 15600
M.C. Scranton
TL 15500
J.E. Adams
832/342
TL 15400
L.A. Christensen
893/888
AVE.

FIGURE 9-BARRIER A

Barrier details and noise characteristics are summarized in Table 12. A brief description of the receptors mitigated follows Table 12. In most of the cases, only partial mitigation at the impacted receptors would be achieved. All numbers in the "dBA Reduction" column refer to the field insertion loss of the barrier--the noise levels at the receptor before mitigation minus the noise level at the receptor after mitigation.

Barrier A

Barrier A (Figure 9) would be constructed in two segments and would reduce noise levels at the Mount Vernon Village Condominiums. The Mount Vernon Village Condominiums are located south of Allen Boulevard and east and west of S.W. Erickson Avenue. The condominiums are two-story townhouse units. The ten units closest to Allen Boulevard are predicted to be exposed to noise levels exceeding Federal design noise levels in year 1998. Barrier A would reduce noise levels at seven of these units. However, Federal design noise levels would still be exceeded at the first story of two of these units, and the second story at nine of the units.

Barrier B

Barrier B (Figure 10) would reduce noise levels 1 dBA at the Crown West Apartments. The Crown West Apartments are located north of Allen Boulevard and west of S.W. Alger Avenue. The apartments are two story, and there are four units fronting Allen Boulevard predicted to exceed Federal design noise levels in 1998 under the Build alternative. Barrier B would offer partial mitigation to the two first floor impacted units.

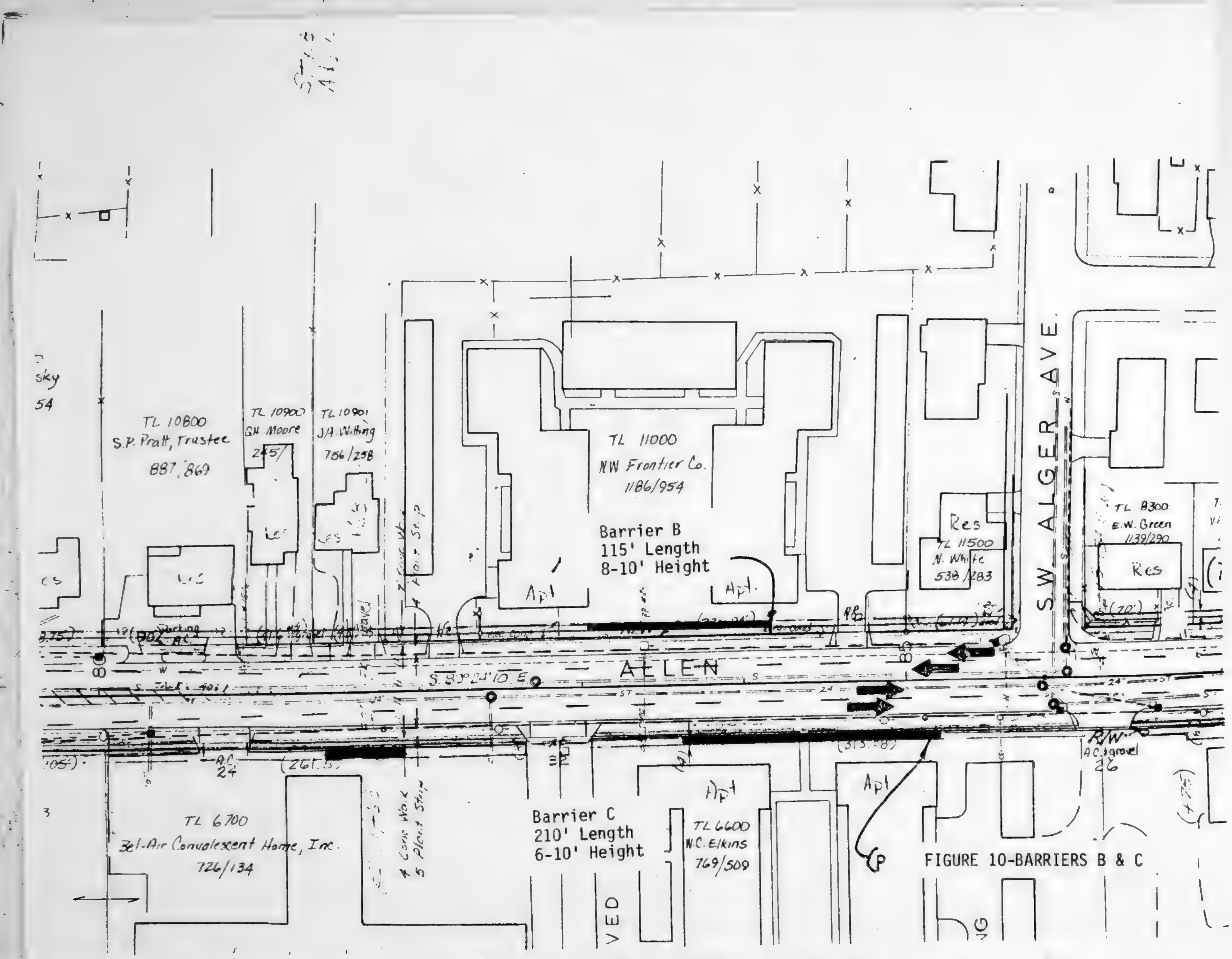

sky
54
TL 10800
S.P. Pratt, Trustee
887/869
TL 10900
G.H. Moore
245/
TL 10901
J.A. Withing
756/258
TL 11000
NW Frontier Co.
1186/954
Barrier B
115' Length
8-10' Height
Apt
Apt
Res
TL 11500
N. White
538/283
SW ALGER AVE.
TL 8300
E.W. Green
1139/290
Res
ALLEN
S 89°24'10" E
80
85
gravel
7 Conc Walk
4 Plant Strip
A.C.
24
(261.5)
(313.8)
R/W
AC & gravel
26
(+75)
TL 6700
Bel-Air Convalescent Home, Inc.
726/134
4 Conc Walk
5 Plant Strip
Barrier C
210' Length
6-10' Height
Apt
TL 6600
W.C. Elkins
769/509
Apt
VED

FIGURE 10-BARRIERS B & C

TABLE 12

NOISE BARRIER CHARACTERISTICS

Barrier	Location	Length	Height	dBA Reduction	Number of Dwelling Units Mitigated	Cost	Cost Dwelling Unit	Cost per dBA per Dwelling Unit	Partia of Ful Mitigation*
A-1	43+80 to 45+20 Rt.	140'	7-9'	1-4 dBA	2 Condominium Units	$22,000	$11,000	$4,400	Partial
A-2	47+10 to 48+75 Rt.	165'	7-9'	2-4 dBA	6 Condominium Units	$25,000	$ 4,200	$1,600	Partial
B	83+05 to 84+20 Lt.	115'	8-10'	1 dBA	2 Apartment Units	$ 9,000	$ 4,500	$4,500	Partial
C-1	81+35 to 81+85 Rt.	50'	6-7'	1 dBA	1 Convalescent Home Unit	$ 7,000	$ 7,000	$7,000	Partial
C-2	83+65 to 85+25 Rt.	160'	9-10'	2 dBA	2 Apartment Units	$26,000	$13,000	$6,500	Full

*Full mitigation is when FHWA design noise levels are achieved. Partial mitigation is when some noise reduction is achieved, but FHWA design noise levels are not. Partial mitigation also refers to the case when FHWA design noise levels are achieved on the first floor but not the second floor of a two story structure.

Barrier C

Barrier C (Figure 10) would reduce noise levels at the Belair Care Center and the Royal Crest Apartments. The care center and the apartments are located south of Allen Boulevard between S.W. Lombard Avenue and S.W. Alice Lane. The north wing of the care center is predicted to exceed Federal design noise levels in 1998 under the Build alternative. Four units of the Royal Crest Apartments (2 first floor, 2 second floor), closest to Allen Boulevard are also predicted to exceed Federal design noise levels in 1998 under the Build alternative. Barrier C would offer partial mitigation to the Belair Care Center, and would offer mitigation below Federal design noise levels to the two impacted first floor units of the Royal Crest Apartments. The barrier would not offer any noise reduction to the outdoor activity area of the care center.

None of the above barriers are recommended for inclusion in the project plans and specifications. All the barriers would appear obtrusive and would severely limit the view from the first floor of the mitigated receptors. Sidewalk access to the front of the mitigated receptors would be eliminated.

Barrier A would have the most severe visual impact. A high wall placed close to residences will create shading. Federal Highway Administration Report No. FHWA-RD-76-58, Noise Barrier Design Handbook, states that a noise wall must be located two to four times its height from residences to avoid being visually dominant. Barrier A does not conform to that standard, therefore it is not recommended.

The high cost of Barriers B and C is judged to outweigh the small, nearly indiscernible noise reduction offered. This factor in addition to the fact that neither of the barriers would be aesthetically pleasing resulted in the decision not to recommend either barrier.

Another method of reducing the noise impact within structures would be to increase the noise insulation properties of the structure itself. This method would need to be used wherever barriers are not practical. This program would have to be financed by the property owner, since state and Federal funds are not available for such improvements on private property. A 5 dBA decrease in interior noise levels, which would decrease levels below FHWA design noise levels could be attained by a program consisting of: 1) installing efficient weather stripping to the perimeter of window sashes or installing new, tightly fitted storm sashes, 2) installing a new, tightly fitted storm door, 3) laying or blowing insulation in attic space and providing lined transfer ducts at main vent openings, and 4) modifying the heating and cooling system to provide year-round indoor air treatment, lining the outside-air intake duct to the fan planum, and acoustically treating the room exhaust duct.

State and federal funds are available for architectural mitigation for schools, churches, and other public buildings where need is apparent. In some cases partial funding (local matching funds) are provided by the property owner, and other times provided by the state. The method of procuring matching funds is evaluated on a case-by-case basis.

There are two structures fronting Allen Boulevard where architectural treatment could be used to achieve the FHWA interior design noise levels. These are:

1. Kiddie Korral Kinder College, 12720 S.W. Allen Boulevard - This day care center is located at the southwest corner of Main and Allen Boulevard. It operates five days a week from 6:30 A.M. to 6:00 P.M. The average number of students is 40. An office, kitchen, and two classrooms front Allen Boulevard. Federal design noise levels are predicted to be exceeded in 1998 under the Build Alternative.

   Simultaneous indoor-outdoor noise measurements were taken in February 1980 to determine the noise reduction provided by the structure. Indoor noise levels were measured with the windows open and the windows closed. A maximum 16 dBA reduction was provided by the building with the windows closed, while only 3 dBA was provided with the windows open. The 16 dBA reduction would result in an interior noise level of L_{eq} 51 dBA, one dBA below the Federal interior design noise level. The 3 dBA

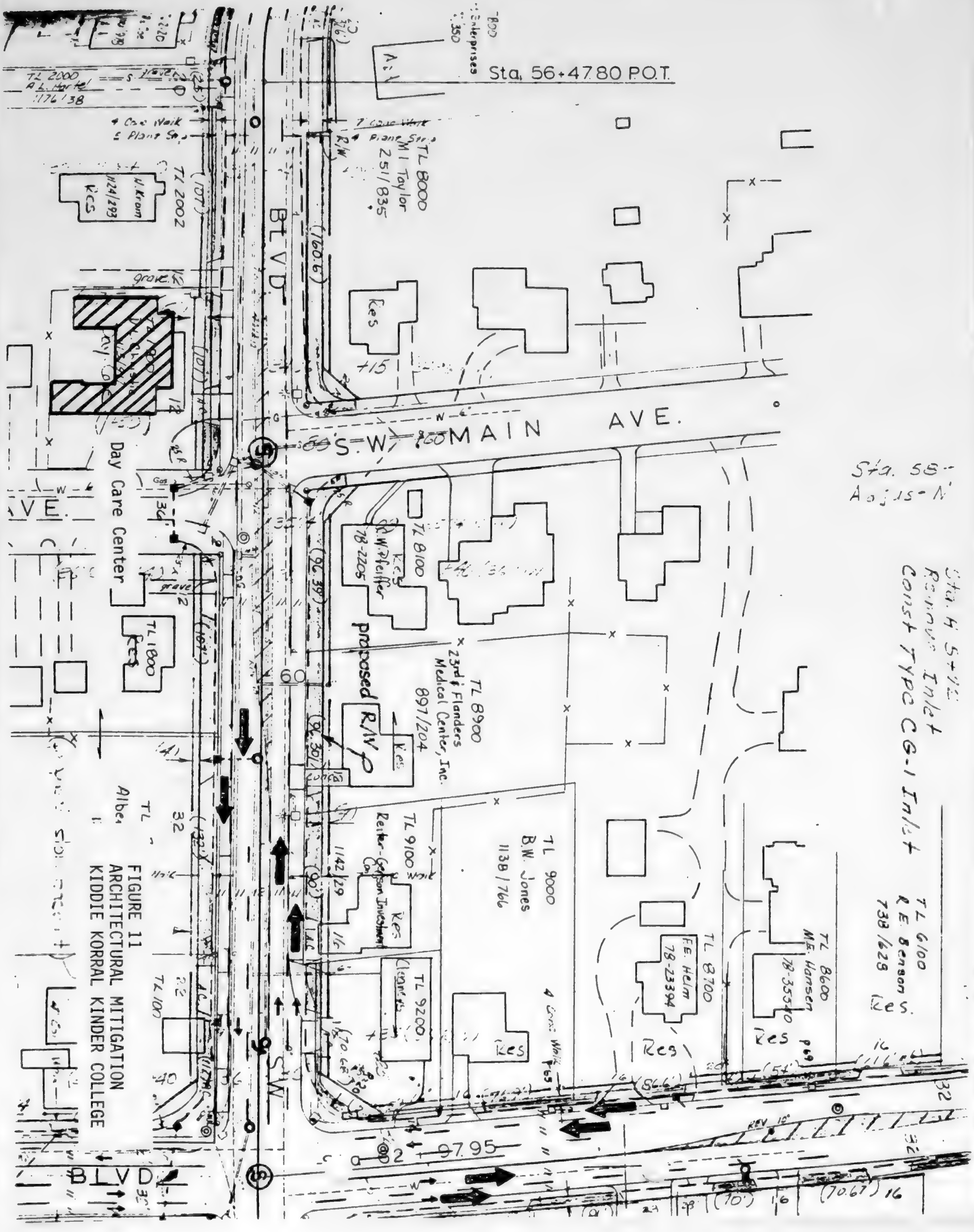

Sta. 56+47.80 P.O.T.
800 Enterprises 350
TL 2000 A.L. Hartel 1176/38
4' Conc Walk
5' Plant Str
TL 2002 Res
TL 8000 M I Taylor 251/835
R/W
BLVD
Res
+15
S.W. MAIN AVE.
Day Care Center
AVE.
Sta. 58+
TL 8100 R.W. Pfeiffer 78-22205 Res
proposed R/W
TL 1800 Res
60
TL 8900 23rd & Flanders Medical Center, Inc. 897/204
Res
Sta. H 5+72 Remove Inlet Const TYPE CG-1 Inlet
TL 9100 Reiter-Gordon Investment Co. 1142/29
Res
TL 9000 B.W. Jones 1138/766
TL 9200 Cleaners
TL 8700 F.E. Helm 78-23394
TL 8600 M.E. Hansen 78-35540
TL 6100 R.E. Benson S. 738/628 Res.
Res
4' Conc Walk
TL 100
S.W.
BLVD
97.95
(70.67)
32

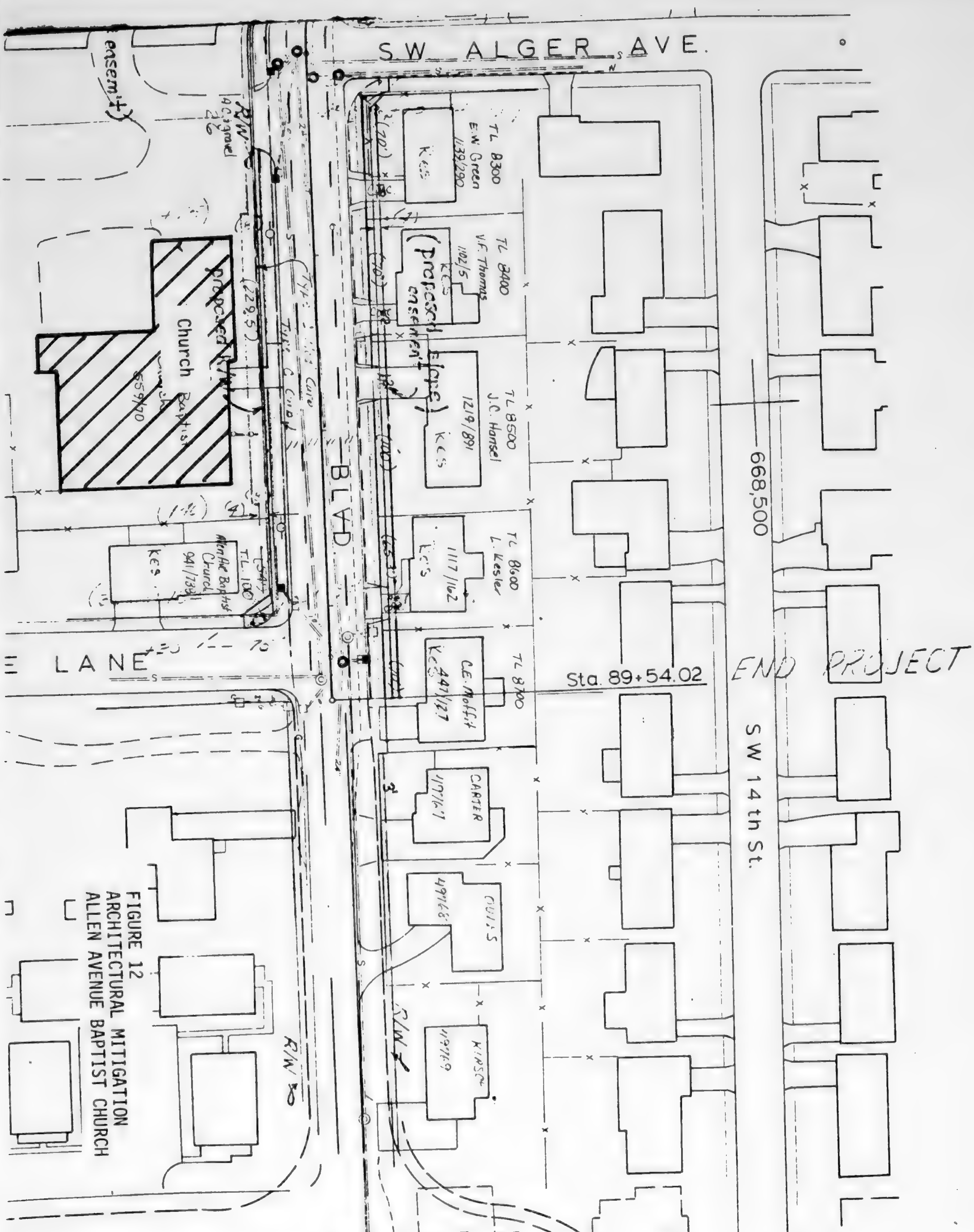
FIGURE 11
ARCHITECTURAL MITIGATION
KIDDIE KORRAL KINDER COLLEGE

reduction would result in an interior noise level of $L_{eq}64$ dBA, 12 dBA above the Federal interior design noise level.

Sealing the windows and providing a simple ventilation system at the center would reduce traffic noise within Federal interior design noise levels. The estimated cost of this mitigation measure would be $2,500. However, since this building is a private school operating as a licensed business, the building is not classified as a public or non-profit building. Therefore no mitigation is recommended.

2. Allen Avenue Baptist Church, 11420 S.W. Allen Boulevard - This church is located at the southwest corner of Allen Boulevard and Alice Lane. Worship services are given on Wednesday evening and Sunday, and church activities are scheduled on Thursday mornings. The sanctuary, fellowship hall and Sunday school classroom front Allen Boulevard. There are no windows facing Allen Boulevard in the sanctuary, but there are windows in the fellowship hall and Sunday School. Federal design noise levels are predicted to be exceeded on the exterior of the structure in 1998 under the Build alternative.

Simultaneous indoor-outdoor noise measurements were taken in February 1980 to determine the noise



SW ALGER AVE.
BLVD
LANE
END PROJECT
Sta. 89+54.02
SW 14th St.
668,500
Church
Allen Ave Baptist Church
proposed R/W
proposed slope easement
R/W
TL 8300
E.W. Green
1139/290
TL 8400
V.F. Thomas
1102/5
TL 8500
J.C. Hansel
1219/891
TL 8600
L. Kesler
1117/1102
TL 8700
C.E. Moffit
447/127
TL 100
941/738
CARTER
KES

FIGURE 12
ARCHITECTURAL MITIGATION
ALLEN AVENUE BAPTIST CHURCH

reduction provided by the structure. Indoor noise levels in the fellowship hall were measured with the windows open and the windows closed. A maximum 18 dBA reduction was provided by the building with the windows closed, while only 13 dBA was provided with the windows open. The 18 dBA reduction, resulting in an interior noise level of L_{eq} 49 dBA, would achieve the Federal interior design noise level. The 13 dBA reduction, resulting in an interior noise level of L_{eq} 54 dBA, would not.

Sealing the windows and providing a simple ventilation system to the fellowship hall and the Sunday school classroom fronting Allen Boulevard would reduce traffic noise. The estimated cost of this mitigation measure is $5,000. However, neither worship services or church activities coincide with peak traffic conditions. The resultant interior noise level would not be as high as the peak noise condition predicted. Therefore, since the Federal interior design noise level of L_{eq} 52 dBA would only be exceeded by 2 dBA during peak noise periods and less during off-peak traffic noise periods, no mitigation is recommended.

Mitigation of noise impacts on any undeveloped property will be the responsibility of the applicable land use agency and developer. Noise contour distances contained in this report will aid in determining where noise conflicts may occur. Noise impacts can be mitigated by future developers through the appropriate application of building setbacks, site design, and acoustical treatment of structures.

CONSTRUCTION NOISE

Construction noise could, if the Build alternative is selected, be considered an impact on the adjoining community. Areas adjacent to highway constructin can experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise.

Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

The variety of equpment, operational modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise level impractical, especially for specific receptor locations. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Table 13) according to its mobility and operating characteristics: 1) earthmoving, 2) materials handling, and 3) stationary equipment. Equipment noise emission levels are shown in Table 13.

One method of construction noise abatement would be the imposition of construction time constraints. The imposition of construction time constraints ensure that quiet periods of the day will be free of construction generated noise. Therefore, time constraints will be proposed for inclusion on the project construction specificatins. These constraints will be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends). Work will also be suspended on legal holidays. Exceptions to these restrictions may be granted by written approval of the local resident engineer.

Should a specific noise impact complaint occur during the construction of the project, mitigation applicable to the situation will be investigated. Where practical, abatement will be implemented.

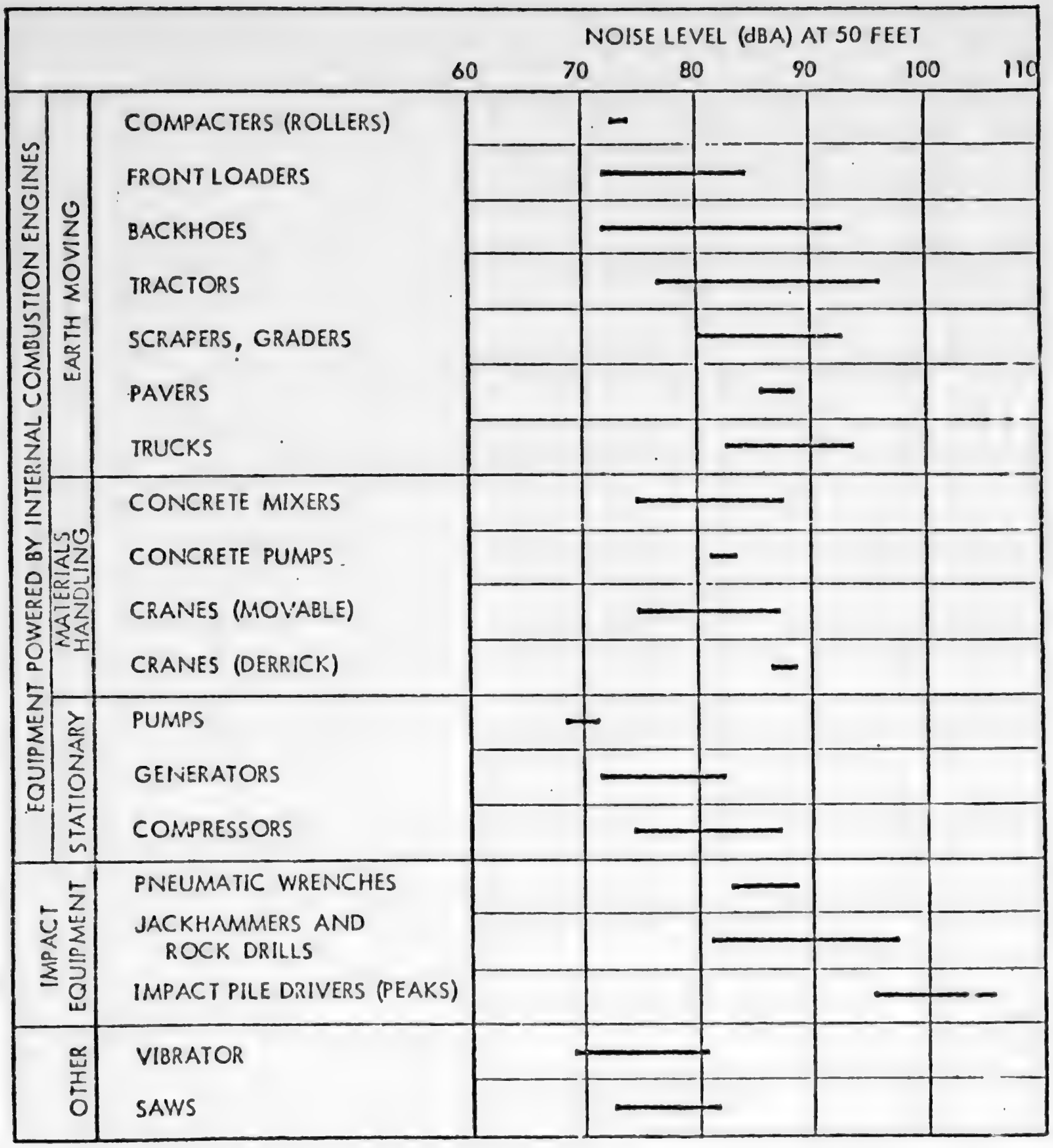
LOCAL COORDINATION

To date, no communication has taken place with local officials concerning the project noise impacts.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Washington County, and the City of Beaverton. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties

Table 13

Construction Equipment Noise Ranges



in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect uture land use development from becoming incompatible with anticipated highway noise levels.

LCDC STATEWIDE PLANNING GOALS AND GUIDELINES

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the state. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New developments must not threaten to violate or violate applicable state or federal environmental quality statutes, rules, and standards. In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal noise standards have been met.

Another section of the LCDC goals pertaining to environmental resources which can be analyzed with respect to air sheds and water basins, states that discharges shall not: 1) exceed the carrying capacity of such resources, considering long range needs; 2) degrade such resources; or 3) threaten the availability of such resources. Noise (or quiet) is not a resource which can be inventoried by geographic boundaries such as air sheds or water basins, so no noise assessment is made with respect to this LCDC goal.

MITIGATION SUMMARY

The following measures are recommended to mitigate the traffic and construction noise impacts resulting from the proposed project:

1. Heavy trucks (three or more axles) will continue to be banned in the project section between S.W. Murray and S.W. Hall Boulevards.
2. Construction time constraints will be imposed from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends). Work will also be suspended on legal holidays.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
February 27, 1980
Salem, OR 97310

Tony

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

TO: J.H. Versteeg
Head of Engineering

SUBJECT: FEIS Noise Study Report
SW Murray-SW Alice Section
Allen Boulevard
City of Beaverton
Washington County

The Environmental Section is currently preparing the FEIS noise study report for the subject project. In order to fulfill our obligation to FHPM 7-7-3, several noise mitigation measures are being evaluated. These measures are detailed in the following memo and attached sketches.

We are requesting that you determine the engineering feasibility and estimate costs for the following barriers. In order to blend the barriers into the community, we are suggesting alternate barrier materials and texture designs to improve the visual quality of the barriers. FHWA Publication 77-12, A Guide to Visual Quality in Noise Barrier Design, may be used for examples of the various textures mentioned in this memo. A copy of this publication is available in the Environmental Section. Also, we have pictures of the barrier sites if these would help in material selection. Landscaping will be necessary around the ends of the barriers to soften the hard edges and reduce the dominance of the wall. We would like the cost of the alternate textures and landscaping included in the price of the wall. We would also like the cost of the standard concrete block wall for comparison purposes.

BARRIER	LOCATION	MATERIAL	TEXTURE	LENGTH	HEIGHT	dBA REDUCTION
A-1	18+70 to 19+20 Lt.	Wood or Concrete	Rough w/ Horizontal Lines	50'	8-10'	2
A-2	19+55 to 21+35 Lt.	Wood or Concrete	Rough w/ Horizontal Lines	180'	8-10'	5
B-1	38+25 to 39+00 Rt.	Brick or Stone	Coarse	75'	7-8'	2-4
B-2	39+80 to 40+50 Rt.	Brick to Stone	Coarse	70'	7-8'	2-4
C-1	43+50 to 46+00 Rt.	Brick	Coarse	250'	7-9'	3-7
C-2	46+80 to 49+15 Rt.	Brick	Coarse	235'	7-9'	4-6
D	82+25 to 84+60 Lt.	Wood or Concrete	Fine w/ Vertical Lines	235'	8-10'	6
E-1	80+95 to 82+65 Rt.	Brick	Coarse	170'	6-7'	2-5
E-2	83+35 to 86+05 Rt.	Brick	Coarse	270'	9-10'	5

In addition to the barriers, we are evaluating costs for sealing windows and providing ventilation systems at the following structures:

1. Kiddie Korrel Kinder College - 12720 SW Allen Blvd.
2. Allen Avenue Baptist Church - 11420 SW Allen Blvd.

The Kiddie Korral Kinder College is a day nursery located at the corner of SW Main Avnue and SW Allen Boulevard. The front portion of the wood frame structure (one-story - approximately 10' x 45') would need the windows sealed and a ventilation system.

The Allen Avenue Baptist Church is located at the corner of SW Alice Lane and SW Alice Boulevard. The front portion of the west wing (two-story - approximately 33' x 48') would need the windows sealed and a ventilation system. The locations of both of these buildings are shown on the attached sheets.

There is supplemental material available in the Environmental Section. Please contact Tim Thex or myself if you have any questions.

AJG:ct

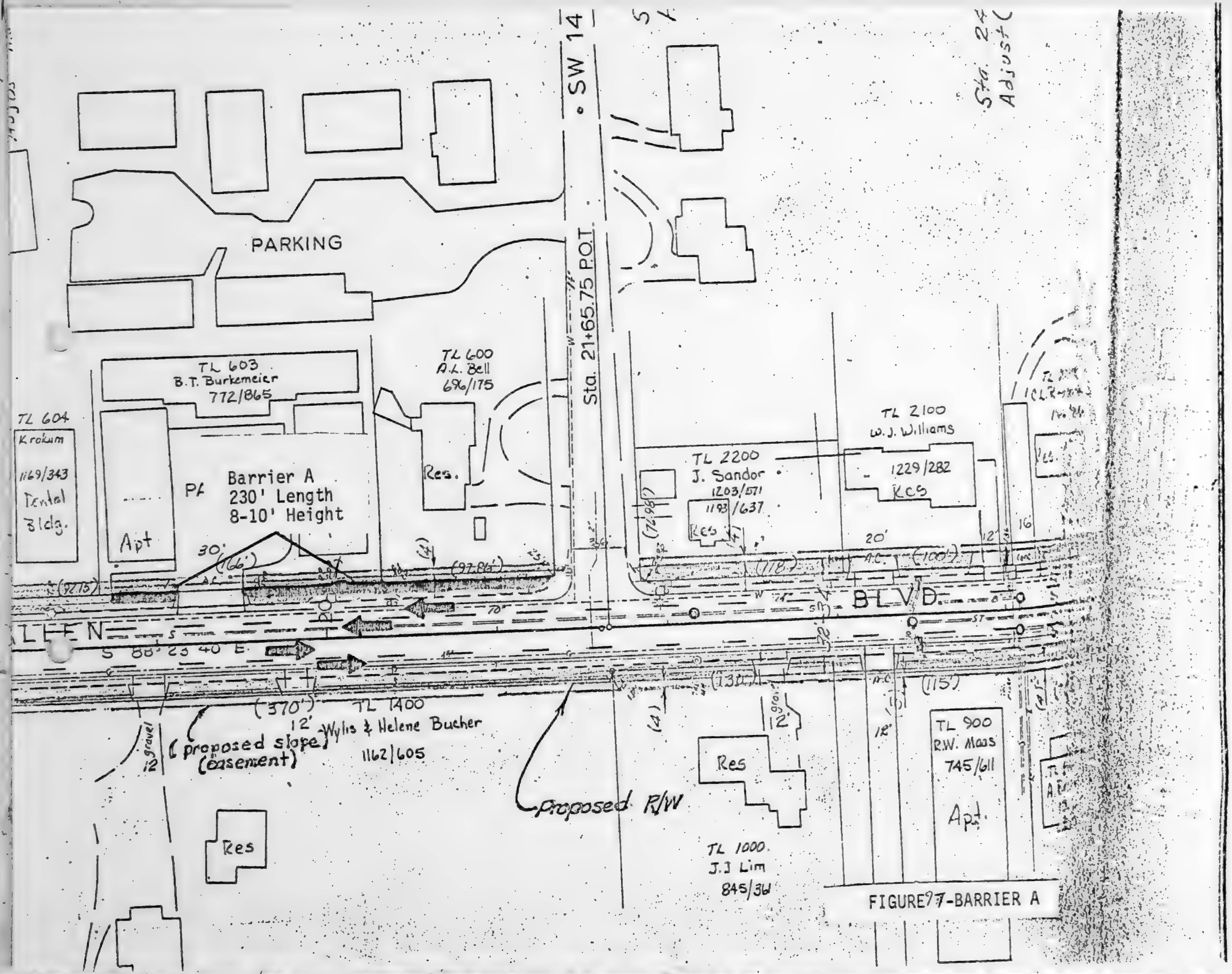
Attachments

cc: Adrian Olson
Tim Thex

___ Versteeg ___
___ Anderson ___
Mc Christensen Copy
___ Olson ___
tb Sullivan Copy
___ Terpin ___
T Trout ___
___ Wakerlig ___

RECEIVED
FEB 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___



PARKING
SW 14
Sta. 21+65.75 P.O.T
TL 604
Krokum
1169/343
Dental Bldg.
TL 603
B.T. Burkemeier
772/865
TL 600
A.L. Bell
696/175
Res.
Apt
Pl
Barrier A
230' Length
8-10' Height
30'
(166')
(92.15')
(97.86')
(4)
20
70'
TL 2200
J. Sandor
1203/571
1193/637
Res
(72.98')
(118')
TL 2100
W. J. Williams
1229/282
Res
20'
A.C.
(100')
12'
16
ALLEN
S 88 23 40 E
BLVD.
(370')
TL 1400
12'
Wylis & Helene Bucher
1162/605
12 gravel
(proposed slope
(easement)
Proposed R/W
(4)
(130')
12' gravel
Res
TL 1000
J.J Lim
845/361
(115')
12'
TL 900
R.W. Maas
745/611
Apt.
Res
Sta. 24
Adjust

FIGURE 7-BARRIER A

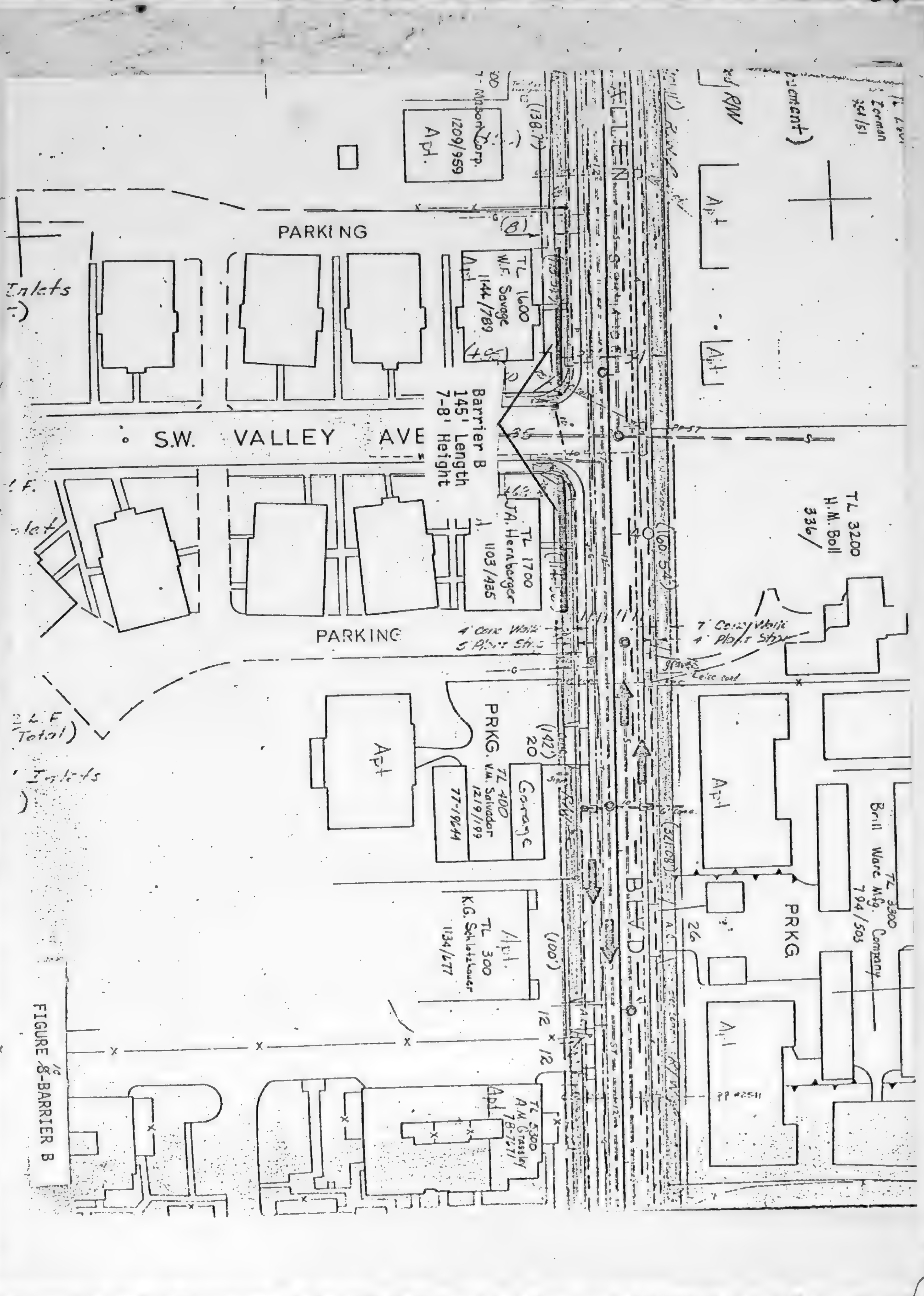

PARKING
S.W. VALLEY AVE
Barrier B
145' Length
7-8' Height
PARKING
PRKG.
PRKG
ALLEN BLVD
Apt.
T-Mason Corp.
1209/959
(138.7')
(8)
TL 1600
W.F. Savage
1144/789
TL 1700
J.A. Hernberger
1103/485
TL 400
V.M. Salvador
1219/199
77-19644
Garage
(142')
20
TL 300
K.G. Schlatzhauer
1134/677
(100')
12
TL 5300
A.M. Grassky
78-7271
TL 3200
H.M. Boll
336/
TL 3300
Brill Ware Mfg. Company
794/505
(60.54')
(321.08')
26
4' Conc Walk
5' Plant Strip
7' Conc Walk
4' Plant Strip
gravel
Conc road
RW
easement)
TL
Zorman
351/51
Inlets
Inlets
L.F.
L.F. Total)
Inlet
RP #2511
35
SS
S

FIGURE ~~8~~ 16-BARRIER B

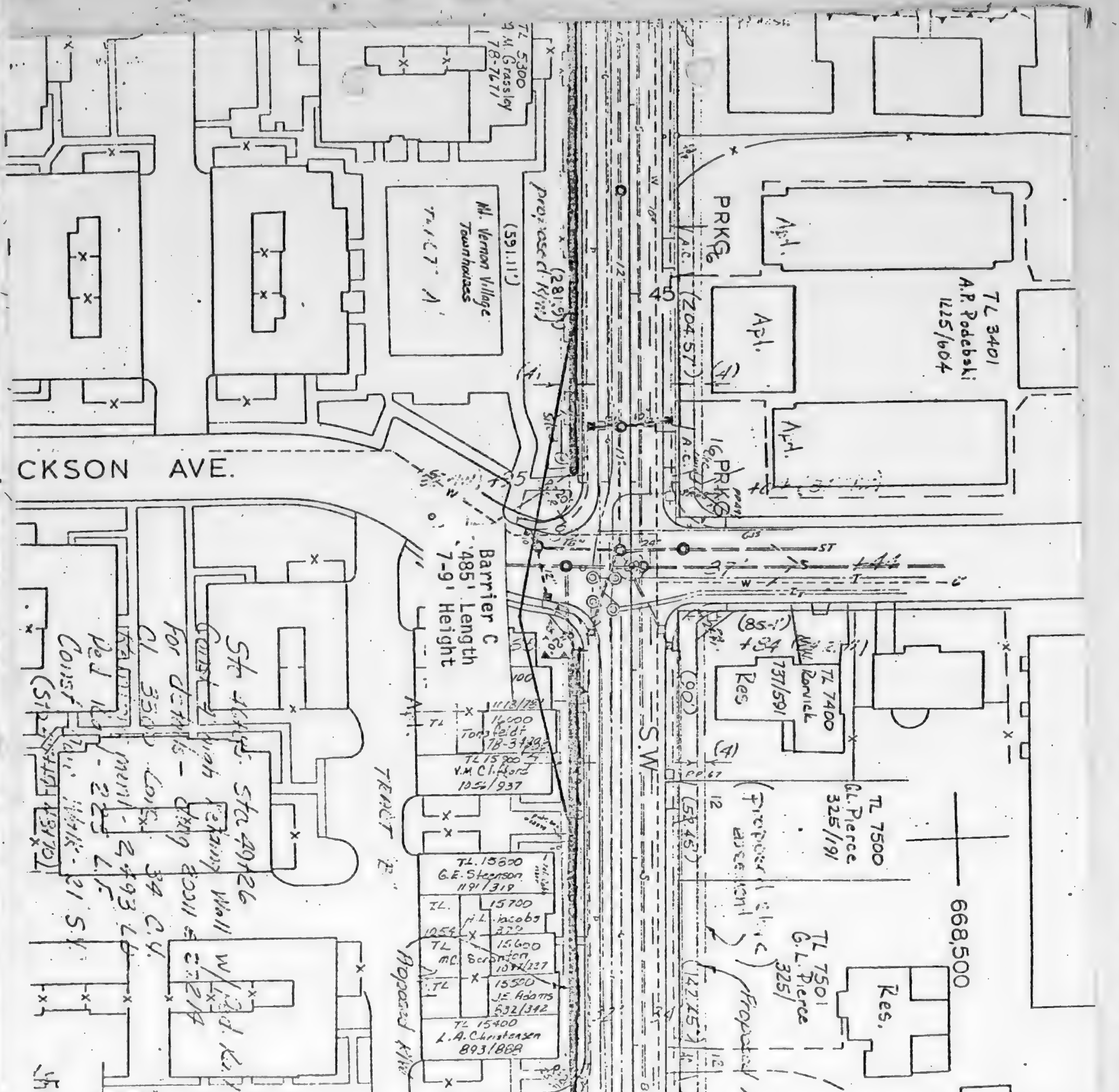

TL 5300
A.M. Grassley
78-7671
Mt. Vernon Village Townhouses
Proposed R/W
(591.11')
(281.5')
PRKG
45
(204.57')
TL 3401
A.P. Podeboki
1125/604
Apt.
Apt.
Apt.
(4)
CKSON AVE.
16 PRKG
Barrier C
485' Length
7-9' Height
Apt.
TL 11113/78
11600
Tornfeldt
78-34393
TL 15900
V.M. Clifford
1054/937
TL 15800
G.E. Steenson
1191/319
TL 15700
H.L. Jacobs
TL 15600
M.C. Scranton
TL 15500
J.E. Adams
532/342
TL 15400
L.A. Christensen
893/888
Tract "E"
Proposed R/W
Sta. 49+26 Std. 4 High Retaining Wall w/ Ped. R.R.
For details - Cong. 350 C.Y. Const. 34 C.Y.
Ped. Walk - 22' L.F.
Conc. Walk - 2,493 L.F.
(Sta. 49+70) 21 S.Y.
(85.1')
+34
TL 7400
Rowick
737/591
Res.
S.W.
(4)
PP 67
TL 7500
G.L. Pierce
325/191
Proposed Slope Easement
(52.45')
668,500
TL 7501
G.L. Pierce
325/
Res.
(142.25')
Proposed R/W
Sta. 49+51.14 P.O.T.
W. 130th AVE.
PARKING
Apt.

FIGURE 119-BARRIER C

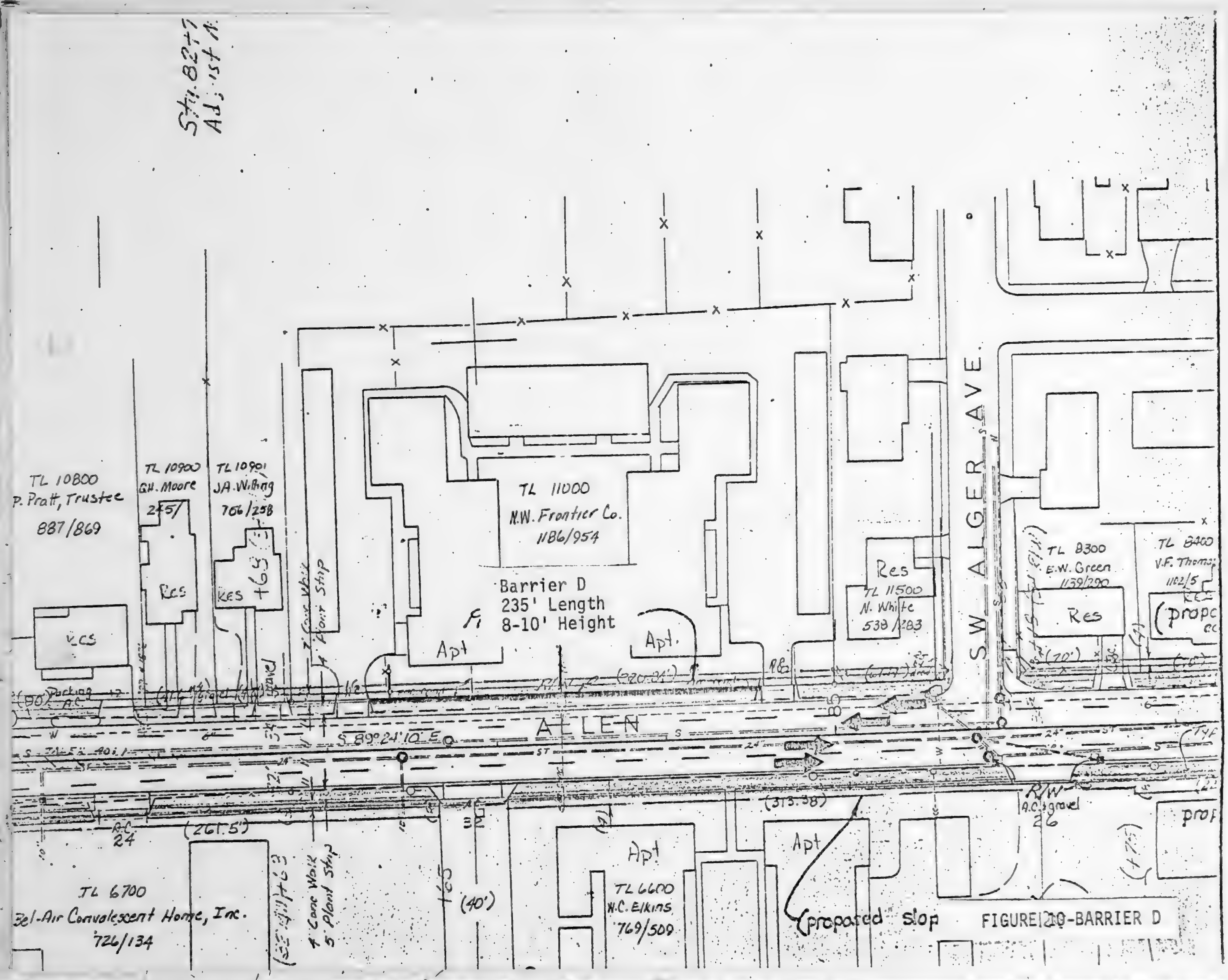
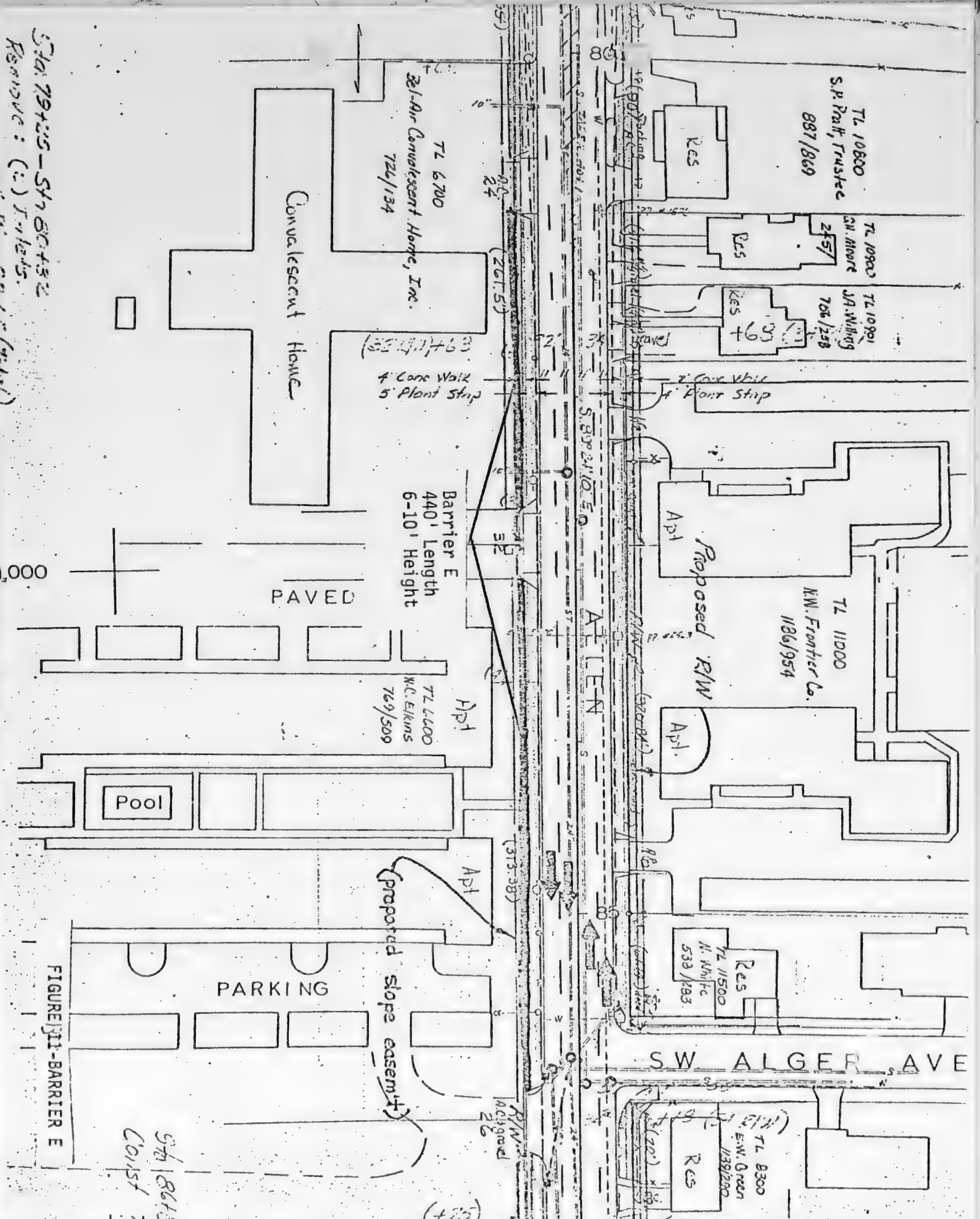


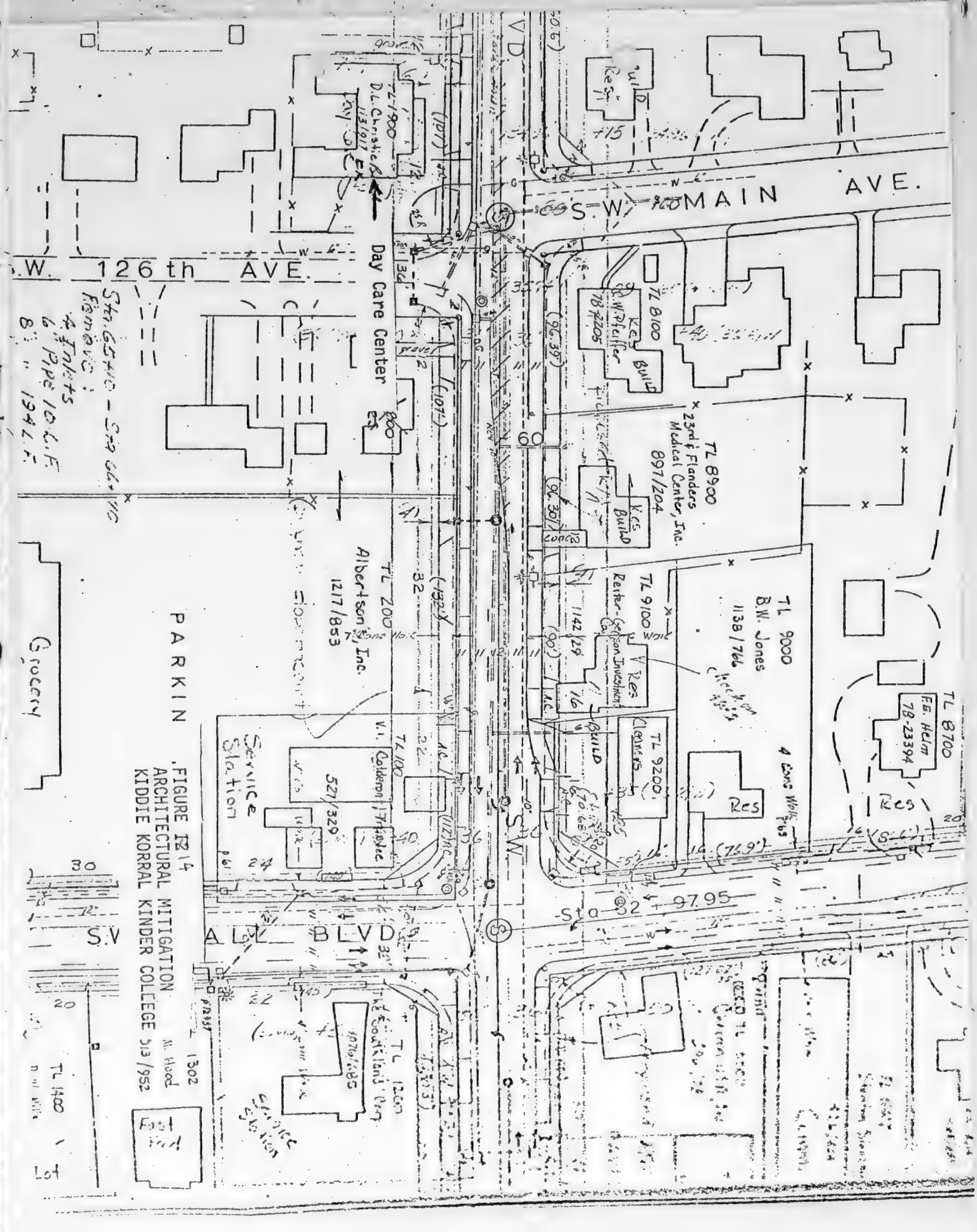
FIGURE 20-BARRIER D

Sta. 82+7
Adj 1st A.
TL 10800
P. Pratt, Trustee
887/869
TL 10900
G.H. Moore
2457
Res
TL 10901
J.A. Wilking
766/258
Res
+65
Res
7' Conc Walk
4' Plant Strip
TL 11000
N.W. Frontier Co.
1186/954
Barrier D
235' Length
8-10' Height
Apt
Apt.
Res
TL 11500
N. White
538/283
SW ALGER AVE
TL 8300
E.W. Green
1139/290
Res
TL 8400
V.F. Thomas
1102/5
Res
(propo
(90')
Parking A.C.
gravel
(320.24')
(70')
ALLEN
S 89°24'10" E
85
R/W
A.C. gravel
26
(313.38')
A.C.
24
(261.5')
TL 6700
Bel-Air Convalescent Home, Inc.
726/134
4' Conc Walk
5' Plant Strip
+65
(40')
Apt
TL 6600
W.C. Elkins
769/509
Apt
(proposed slop
(+75)
prop



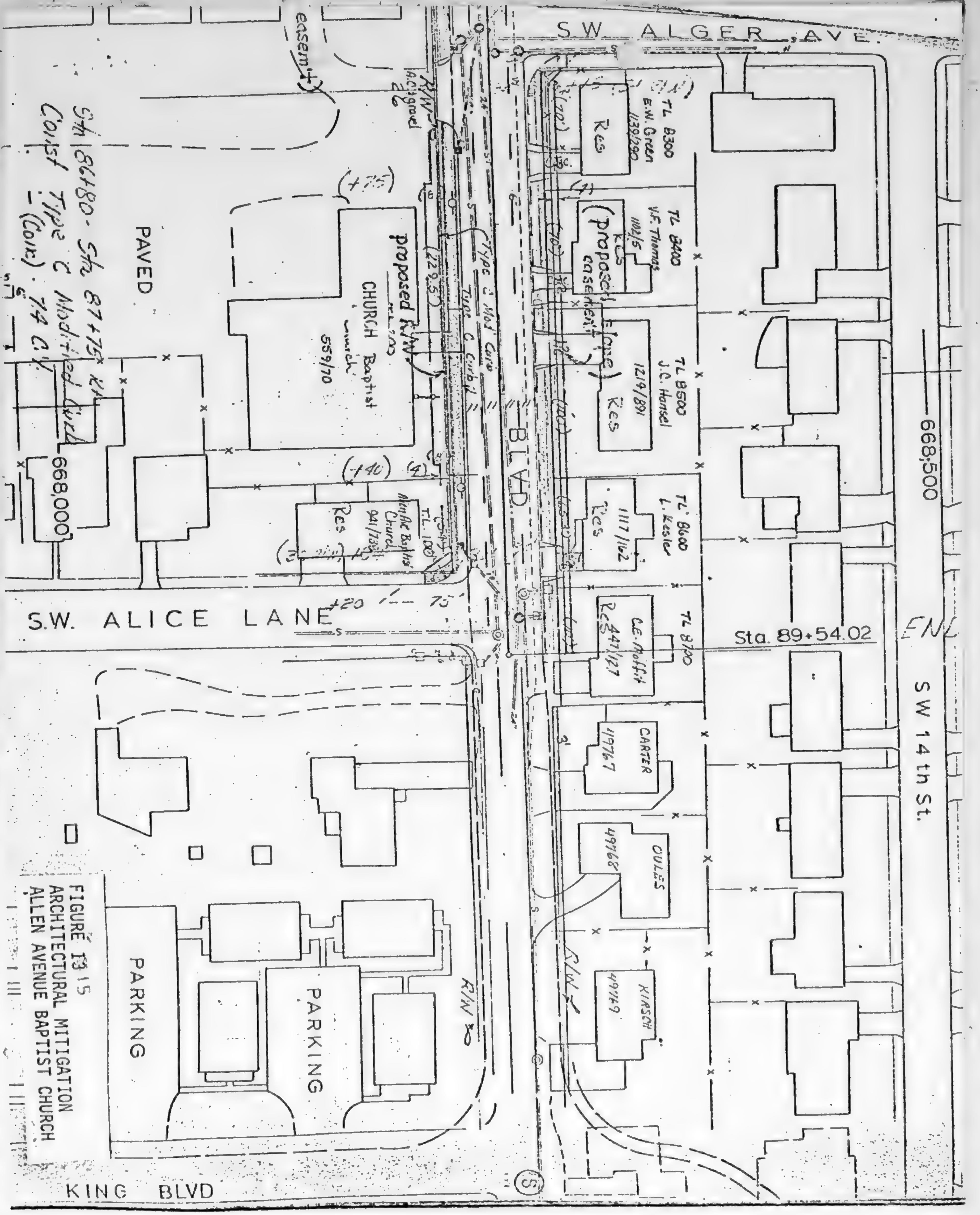
Sta 79+25–Sta 80+32
Remove: (2) Inlets
TL 6700
Bel-Air Convalescent Home, Inc.
724/134
Convalescent Home
TL 10800
S.P. Pratt, Trustee
887/869
Res
TL 10900
G.H. Moore
2457
TL 10901
J.A. Willing
706/238
+63
gravel
4' Conc Walk
5' Plant Strip
4' Conc Walk
4' Plant Strip
S.80°24'10"E
Barrier E
440' Length
6-10' Height
1,000
PAVED
Apt
Proposed R/W
TL 11000
N.W. Frontier Co.
1186/954
ALLEN
TL 6600
W.C. Elkins
769/509
Pool
Apt
Proposed slope easement
85
PARKING
Res
TL 11500
N. White
533/283
SW ALGER AVE
R/W
Acq'd
TL 8300
E.W. Green
1139/290
Sta 86+32
Const
(+75)

FIGURE III-BARRIER E



S.W. MAIN AVE.
S.W. 126th AVE.
S.W. HALL BLVD
Day Care Center
TL 1900
D.L. Christie
TL 8100
TL 8900
23rd & Flanders Medical Center, Inc.
897/204
TL 200
Albertson, Inc.
1217/853
TL 9100
TL 9000
B.W. Jones
1138/766
TL 9200
Cleaners
TL 8700
F.E. Helm
78-23394
TL 100
527/329
Service Station
Res
PARKIN
Grocery
TL 1200
TL 1400
Fast Food
Lot
Sta. 65+10 – Sta. 66+10
Remove:
4 Inlets
6" Pipe 10 L.F.
8" " 194 L.F.
Sta 32 + 97.95
60
1302

FIGURE ~~13~~ 14
ARCHITECTURAL MITIGATION
KIDDIE KORRAL KINDER COLLEGE 313/952



SW ALGER AVE.
S.W. ALICE LANE
KING BLVD
SW 14th St.
BLVD.
PAVED
PARKING
PARKING
CHURCH
proposed R/W
668,000
668,500
Sta. 89+54.02
END
TL 8300 E.W. Green 1139/290
Res
TL 8400 V.F. Thomas 1101/5
Res
proposed easement
TL 8500 J.C. Hansel 1219/891
Res
TL 8600 L. Kesler 1117/102
Res
TL 8700 C.E. Moffitt 347/127
Res
CARTER 49767
OULES 49768
KIRSCH 49769
R/W
Type C Mod Curb
Type C Curb
TL 100 Allen Ave Baptist Church 941/736
Sta 86+80 - Sta 87+75 Rt
Const Type C Modified Curb
(Conc) 7.4 C.Y.

FIGURE 13.15
ARCHITECTURAL MITIGATION
ALLEN AVENUE BAPTIST CHURCH

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.. PRO 6-2

November 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Study Report
Project No. M-9088(1)
Murray Blvd.-Alice Ln.(Beaverton) Sec.
S.W. Allen Blvd. (FAU 9088)
Washington County

**NOTED
H. S. COULTER**

Enclosed for your information is a copy of the study report for the subject project to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS), when submitted, adequately addresses the proposed location/design.

Upon FHWA's adoption of the FEIS which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $19,250 with obligation of $17,095 in Federal funds.

JLG:sr
Enclosure

cc: H. S. Coulter
R. N. Bothman (Metro)
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
E. L. Hardt (Region 2)
Max Klotz (Metro)
Jon Rose (Metro)
John Grassman

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
FOR
Info Invest [illegible] [illegible] Sign Act File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - ODOT
DEPT.
378-6883
TELEPHONE

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 8, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: S.W. Murray Blvd.-S.W. Alice Lane
Allen Blvd.
City of Beaverton
Washington County

Attached is a study report prepared by the Metropolitan Branch for subject section.

We have reviewed the report and agree with their recommendation.

If you concur, please approve the report and return it to me for further distribution.

DB:ge

Attachment

E S Hunter
11-9-79

Beaverton

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

July 24, 1979

Oregon State Highway Department
Region 1 Office
9200 S.E. McLoughlin Blvd
Milwaukie, Oregon 97222

Attn: Ted Inloes

Re: Allen Blvd Overpass

Dear Mr. Inloes:

By this letter, the City Engineer authorizes the Oregon State Highway Department or Contractor hired by the same to do work on manholes under the jurisdiction of the City of Beaverton.

This authorization is given to allow those manholes to be adjusted to grade during construction of the Allen Blvd overpass.

We are aware that the City is financially obligated for the manhole at Sta 22+40, and request that you arrange for the manhole to be adjusted and bill the City accordingly.

The City reserves the right to inspect any work performed on our system to insure the integrity and usability of that system.

Very truly yours,

Jerry E. Williams
Jerry E. Williams
Project Engineer

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 08 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

JEW:dh

cc: Chris Bowles, City Engineer

xc: J. H. Versteeg
Vack Sullivan

RECEIVED
1979
RR & UTILITY UNIT

OE RE RME RCE BE
TE RECEIVED RSM
US JUL 27 1979 RSC
SO REGION I RBI
TO

NOTED
M. CARTWRIGHT

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9088(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. M-55

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-2-79

FEDERAL ROUTE NUMBER FAU 9088

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Murray Blvd - Alice Lane (Beaverton) Sect.

GENERAL DESCRIPTION OF WORK:

Program change

RECEIVED
STATE HWY ENGR
JUL 5 -'79
REFER TO
Machung
FOR
Info | Inves. | R/O | D/R | Sign | Act | File

1/5
orig

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-13-79 I approve the revised Preliminary Engineering costs to a TEC of $197,550 with Federal participation limited to $168,905.

(Only that portion of preliminary engineering funds necessary to obtain an approved Final EIS has been approved.)

DATE 7-2-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 2, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project M-9088(1)
Murray Blvd.-Alice Lane
S.W. Allen Avenue
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Your recent request for additional preliminary engineering funds for the subject project has been reviewed. Based on the information submitted, we are unable to approve your request.

This office is becoming increasingly concerned with the relatively high preliminary engineering costs being incurred on projects developed by the Metro section. It would appear that a complete and comprehensive review of the processes and procedures being followed in the development of these projects is necessary in order to determine and correct the reasons for such high costs.

Since part of the problem may be the result of a misunderstanding of what FHWA requirements are, personnel from this office are available to assist in any way possible.

G. L. Green

cc:
E. S. Hunter (OSHD)

pls make a tabulation of proj't and P.E. increases turned down by Feds.
R

RECEIVED
STATE HWY ENGR
APR 5 '79
REFER TO
Mackay
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 19, 1978
Salem, OR 97310

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

TO: Craig Markham
Regional Environmentalist

SUBJECT: Murray Blvd.-Alice Lane
FAU-9088 Allen Blvd.
Washington County
Contract and Noise Scope of Work

We have reviewed the CH2M-Hill letter, dated 12-8-78, and find that the use of the FHWA Highway Traffic Noise Prediction Model is not an increase in the scope of work and that an increase of costs is not justified. Our reasons are as follows:

a) The contract calls for the consultant to follow procedures outlined in FHPM 7-7-3. The new procedures changing the FHPM 7-7-3 procedures were published in the Federal Register on 10-4-78, six days before the contract was signed by CH2M-Hill. They were subsequently transmitted to the consultant in a timely manner.

b) The consultants request for $917.60 appears to be an employee training or development fee instead of productive work needed to fulfill the contract. Since this training is not project specific, and since the training would be to the consultant's primary and long range benefit, we feel the request for compensation is not justified.

c) The "first step" as identified in the contract's scope of work on noise is to consult with ODOT and DEQ on noise measurement and modeling procedures. This was included in the contract to provide the discretion we are now exercising.

d) The reference to the DOT-FHWA-TSC or NCHRP 117-144 models in the contract scope of work were illustrative of the "presently approved" models known to ODOT before the signing of the contract. As discussed in statement a) above, the "presently approved" model is now the FHWA Highway Traffic Noise Prediction Model. While the other models remain approved until July 1, 1979, design approval in the subject project is not anticipated until well after this date and therefore, it would be imprudent for ODOT to authorize the use of any model other than the FHWA Highway Traffic Noise Prediction Model.

I hope this helps to settle the issue. We feel that while the consultants position may be unfortunate, it is just that. We feel our position is reasonable.

GAP:TG:lb

cc: R. N. Bothman
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
DEC 1[illegible] '78
REFER TO
FOR
Info Inves. R/D

FORM 81-734-3030

RECEIVED
TECHNICAL SERVICES
NOV 9 '78
FILE:
REFER TO
FOR Info Inves N/D U/R Sign Act File

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 8, 1978
Salem, OR 97310

Tony George for GAP

FROM: Gary A. Potter, Manager
Environmental Section

TO: Max Klotz, Technical Services Engineer
Metro Branch

SUBJECT: Noise Studies--FHWA Procedures
89th-I-5, FAU-9282, Washington Count
Jantzen Beach-Delta Park Interchange, I-5, Multnomah County
S.W. Murray Blvd.-Alice Lane, Allen Blvd., Washington County
I-205-Boring Rd., Clackamas Hwy., Clackamas County

All of the subject projects have contracts and scopes of work that require compliance with FHPM 7-7-3 regulations. Recently (10-4-78), changes to these regulations were published in the Federal Register. These changes call for the use of the new FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108) and Reference Energy Mean Emission Levels (FHPM 7-7-3, Attachment 1 and Report No. FHWA-OEP-HEV-78-1). They may result in predicted noise impacts that are substantially different from those predicted using NCHRP 117/144. In particular, the FHWA Model predicts increasing noise levels with increasing speed, while the NCHRP Models predict decreasing noise levels with increasing speed.

While the new regulations allow the continued use of the NCHRP Models along with the new model through July 1, 1979, only the new model can be used in noise studies performed after that date. Since the implementation schedules for the subject projects may extend beyond July 1, 1979, we feel that the use of the FHWA model in the current studies is imperative. Otherwise, we may have to redo work that is now being done by consultants.

For the Jantzen Beach-Delta Park Interchange and the S.W. Murray Blvd.-Alice Lane projects, implementing the FHWA model should only involve a letter of notification to the consultants. The contract already requires compliance with FHWA procedures and work has not progressed to the point where changes could not be made. We request that you do this as soon as possible.

For the 89th-I-5 and the I-205-Boring Road projects, the process may not be as simple. Work has already progressed significantly and switching to the new FHWA model may require some contract adjustments. However, in spite of the anticipated extra cost, we feel that it is better to get the FHWA model incorporated into the DEIS rather than changing methods (predicted noise levels and impacts) between the two reports. This will provide better continuity for reviewers and will avoid having to explain why we "changed the numbers." Therefore, we also request that you initiate the appropriate discussions with the consultant to revise the noise studies to comply with the new FHWA modeling approach.

All other FHWA procedures remain in effect unchanged. I have attached a copy of the 10-4-78 directive for your information.

If you have any questions, let me know.

GAP:AJG:ss
Attachment

AJG

[4910-22]

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER H—RIGHT-OF-WAY AND ENVIRONMENT

PART 772—PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE

Traffic Noise Level Prediction Methods—Amendment

AGENCY: Federal Highway Administration, DOT.

ACTION: Amendment to final rule.

SUMMARY: This amendment revises current procedures by which the Federal Highway Administration (FHWA) approves traffic noise level prediction methods for use on Federal-aid highway projects. Section 772.25 of title 23, Code of Federal Regulations, specifically approves two prediction methods and provides for submission of other methods or variations to FHWA's headquarters office for approval prior to use. This section is being revised to indicate that any method which is consistent with the FHWA Highway Traffic Noise Prediction Model and which uses noise emission levels obtained from approved FHWA procedures is approved for use.

EFFECTIVE DATE: October 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Jerry Reagan, Environmental Quality Division, Office of Environmental Policy, 202-426-4836, or Mr. Stan Abramson, Office of the Chief Counsel, 202-426-0791, Federal Highway Administration, 20590. Hours are from 7:45 a.m. to 4:15 p.m., eastern time, Monday through Friday.

SUPPLEMENTARY INFORMATION: It is anticipated that this revision will provide State highway agencies and FHWA field offices with the information needed and the proper degree of flexibility to arrive at acceptable traffic noise level prediction methods utilizing state-of-the-art methodology.

The revised requirements of § 772.25 are not retroactive. In addition, the two approved prediction methods currently listed in § 772.25 and all other methods approved pursuant to that section remain approved for use on Federal-aid projects until July 1, 1979. Any noise analysis performed after that date must comply with the revised procedures.

The approved FHWA procedures for obtaining noise emission levels are being distributed directly to all State highway agencies and FHWA field offices and will be made available for inspection and copying at all FHWA offices in accordance with the provisions of 49 CFR Part 7, Appendix D.

Although the substantive provisions of paragraphs (d) and (e) of the old § 772.25 are not being revised, the paragraphs have been redesignated as (b) and (c) and are reprinted herein in the interest of clarity and for ease of reference.

Accordingly, 23 CFR Part 772 is amended as follows:

§ 772.13 [Amended]

1. In § 772.13(e)(3) the reference to "§ 772.25(e)" is changed to read "§ 772.25(c)";

2. Section 772.25 is revised to read as follows:

§ 772.25 Traffic noise level prediction methods.

(a) Any traffic noise prediction method is approved for use in any noise analysis required by this part if it meets the following two conditions:

(1) The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108);

(2) The prediction method uses noise emission levels obtained from one of the following:

(i) Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, Attachment 1 (National Reference Energy Mean Emission Levels as a Function of Speed),

(ii) Report No. FHWA-OEP/HEV-78-1, Determination of Reference Energy Mean Emission Levels[1]

(b) In predicting noise levels and assessing noise impacts the following traffic characteristics shall be used:

(1) *Automotive volume.*—The future volume (reduced for truck traffic) obtained from the lesser of the design hourly volume or the maximum volume which can be handled under traffic level of service C conditions. For automobiles, level of service C is considered to be the combination of speed and volume which creates the worst noise conditions. The average hourly volume for the highest 3 hours on an average day for the design year may be used for those highway sections where the design hourly volume or the level of service C condition is not anticipated to occur on a regular basis during the design year.

(2) *Speed.*—The operating speed which corresponds with the design year traffic volume selected in paragraph (b)(1) of this section and the truck traffic predicted from paragraph (b)(3) of this section. The operating speed must be consistent with the volume used.

(3) *Truck volume.*—The design hourly truck volume shall be used for those cases where either the design hourly volume or level of service C was used for the automobile volume. Where the average hourly volume for the highest 3 hours on an average day was used for automobile traffic, comparable truck volumes should be used.

(c) An an alternative to paragraph (b) of this section, the highway agency may select traffic characteristics to correspond with the critical times of day and night which will create the most adverse traffic noise impacts upon the nearby activities and land uses. When such alternative traffic characteristics are used, a thorough discussion of such alternative characteristics shall be included in the noise study report.

(d) Traffic noise prediction methods approved pursuant to prior requirements of this part (41 FR 16936, Apr. 23, 1976) remain approved until July 1, 1979. Any noise analysis performed after July 1, 1979, must comply with the requirements of paragraph (a) of this section.

NOTE.—The Federal Highway Administration has determined that this document does not contain a major regulation according to the criteria established by the Department of Transportation pursuant to E.O. 12044.

(23 U.S.C. 109(i), 315; 49 CFR 1.48(b).)

Issued on: September 22, 1978.

JOHN S. HASSELL, Jr.,
Deputy Administrator.

[FR Doc. 78-27940 Filed 10-3-78; 8:45 am]

[7710-12]

Title 39—Postal Service

CHAPTER I—U.S. POSTAL SERVICE

PART 111—GENERAL INFORMATION ON POSTAL SERVICE

Postal Service Manual—Correction of Errors and Omissions in Transmittal Letter 44

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: The purpose of this document is to correct publicly certain errors and omissions contained in a recent transmittal letter making changes to the Postal Service Manual. The Postal Service published on page 2 of the Postal Bulletin of September

---

[1] These documents are available for inspection and copying in accordance with the provisions of 49 CFR Part 7, App. D.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9088(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. M-55

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Assistant Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-11-78

FEDERAL ROUTE NUMBER FAU 9088

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Murray Blvd., - Alice Lane (Beaverton) Section

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Consultant Agreement TEC NTE $65,140.00
(CH2M/Hill)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 10-9-78 I approve the Consultant Agreement with CH2M/Hill on an actual cost plus net fee basis TEC NTE $65,140 of which $5,562.73 represents Consultant's net fee.

Signed copies of the agreement are returned herewith.

DATE 10-11-78

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE 1975-611-965

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97202
October 10, 1978

FILE: Beaverton

FROM: C.J.Eshelman
Region I / Metro Geologist

TO: Max Klotz
Technical Services Engineer

SUBJECT: S.W.Allen Avenue
Murray Blvd-Alice Lane
FAU 9088
City of Beaverton
Washington County
Prefix No. 334-1912

The subject section was investigated and found to require only minor Soils & Geology attention. Beckelman beam deflection tests were made and used along with Laboratory Report No. 816330 to complete the attached base design. The planned cuts and fills are insignificant, since this is basically an overlay project. The box culvert at Taralynn Street may require additional foundation information if it is to be extended.

Clarence Eshelman
Region I / Metro Geologist

by Ron Jennison
Ron Jennison
Assistant Geologist

Attachments

CC: E.L.Hardt
J.H.Versteeg ✓
F.E.Terpin
C.J.Gregg
E.C.Purdy
File

✓ [illegible]
[illegible]
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.W. Allen Blvd. (S.W. Murray Blvd.-S.W. Alice Lane (Beaverton)

Date February 2, 1978

Highway: F.A.U. 9088

Ten Year Traffic Coefficient 8.1

County: Washington

18 kip s.a. per day 112.5

Prefix: 334-1912

R value 10

Res. Engr. E. Purdy

Frost Penetration - - - -

CBE Total Requirement 26.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
2.0"	A.C.W.S. (Class B)	4.0
7.0"	*P.M.B.B.	12.5
6.0"	L.T.S.	6.0
17.0"		26.5"

** EXISTING ROADWAY
(S.W. Murray Blvd.-S.W. Hall Blvd. 34'±)
(S.W. Hall Blvd.-S.W. Alice Lane variable width 12'-16')

2.0"	A.C. (Final Stage)
2.0"	A.C.W.S. (Class B)
2.0"	*P.M.B.B., with an extra allowance (1.0") for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

* P.M.B.B. to be made from 3/4"-0 aggregate base material.

** Overlay thickness determined by deflection measurements.

[illegible] HIGHWAY DEPARTMENT

[illegible] Division

Laboratory Report

Project	Beaverton - Progress	Prefix No.	134-1409-910
Highway	Beaverton - Tigard	County	
Contract		F. A. Project No.	
		Contract No.	
Submitted by	F. W. Yarbrough	Date Reported	June 2, 1967
		Laboratory Charges	$ 110.00

PAGE 1 OF 4 PAGES

REPORT ON SAMPLE OF SOIL

[illegible]	Sta. 246 - 248 Hole # 2 b	Laboratory No.	816330
[illegible] at	Depth 0 - 8' 2 bags	Data Sheet No.	A76035
[illegible]	Subgrade	Date received	March 9, 1967
[illegible] by	Joe Fields March 9, 1967	Quantity represented	
[illegible]	Soils & Gravels		

TEST RESULTS

[illegible] CONSTANTS PL=24

[illegible]	29
[illegible]	5
[illegible] Gr. Le Chatelier	2.69
Sand Equivalent	%
Natural Moisture	%
[illegible]	%
[illegible]	A-4(8) Clayey silt

[illegible] DETERMINATION: HARVARD

[illegible]	% Moisture
103.2	12.4
108.3	14.1
111.0	16.4
107.8	18.6

SIEVE ANALYSIS:

[illegible] on	% Single Sieve	Pass
1½	0.0	100.0
1	0.1	99.9
¾	0.0	99.9
⅜	0.0	99.9
4	0.2	99.7
10	1.4	98.3
40	3.6	94.7
60	1.4	93.3
200	10.4	82.9
P200	82.9	

STABILOMETER

			19.3	
Moisture %	22.8	21.5	20.2	17.6
[illegible]	99	159	211	378
[illegible]	0	0.5	2.5	4.0
[illegible]	6.1	5.3	5.3	4.6
[illegible]	10	35	65	180
[illegible]			10	
[illegible]	4	6	8	17
Density	99.8	101.5	104.2	109.2

Air Degradation—Pass No. 20 ____ % H ____ in.

HYDROMETER ANALYSIS

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	1.7 %
Coarse sand, 2.0 to 0.42 mm	3.7 %	3.6 %
Fine sand, 0.42 to 0.074 mm.	12.0 %	11.3 %
Silt, 0.074 to .02 mm.	42.5 %	41.3 %
Silt 0.02 to 0.005 mm	20.0 %	19.7 %
Clay smaller than 0.005 mm	21.8 %	21.4 %
[illegible] smaller than 0.001 mm.	%	%

REMARKS: 0.09, 7 = 2.56 15% minimum of the [illegible] shall pass No. 35 sieve [illegible]

REPORT DISTRIBUTION

[illegible]

Rulien

Engineer of Materials

Laboratory Report

[illegible]	Beaverton - Progress
Prefix No.	134-1409-910
County	
F. A. Project No.	
Date Reported	
Laboratory Charges	

PAGE 2 OF 4 PAGES

REPORT ON SAMPLE OF SOIL + 3% LIME

Laboratory No.	816330 A
Data Sheet No.	A76035
Date received	[illegible]
Quantity represented	

TEST RESULTS

SOIL CONSTANTS

[illegible]	30
[illegible]	0
Specific Gravity (Chatelier)	2.64
Sand Equivalent	
Centrif. Moisture	

[illegible] DETERMINATION HARVARD

99.1	14.2	
101.9	15.9	
105.0	18.1	
102.9	20.4	LW

SIEVE ANALYSIS

% Single Sieve

[illegible]			17.4	
[illegible]	23.6	20.2	17.6	16.4
[illegible]	20	68	219	300+
[illegible]	0	0.5	1.0	4.0
[illegible]	6.1	5.1	3.6	3.4
[illegible]	92	160	350	350
[illegible]			76	
Stab[illegible]	15	22	74	84
Density	98.0	103.4	108.4	109.4

[illegible] gradation—Pass No. 20 % H [illegible] in.

HYDROMETER ANALYSIS	Passing No. 10	Total Sample
Particles larger than 2.0 mm	%	%
Coarse sand, 2.0 to 0.42 mm	%	%
Fine sand, 0.42 to 0.074 mm	%	%
Silt, 0.074 to 0.02 mm	%	%
Silt, 0.02 to 0.005 mm	%	%
Clay, smaller than 0.005 mm	%	%
[illegible] smaller than 0.001 mm	%	%

TEST REPORT DISTRIBUTION

Engineer

Maintenance Engineer

Bridge Engineer

REMARKS

23.6% Lost water at 17 blows.
20.2% Lost water at 100 blows.

Engineer of Materials

Laboratory Report

Project Beaverton - Progress
Highway
Contract

Prefix No 134-1409-910
County
F A Project No.
Date Reported
Laboratory Charges

PAGE 3 OF 4 PAGES

REPORT ON SAMPLE OF SOIL + 5% LIME

Laboratory No 816330 B
Data Sheet No.
Date received
Quantity represented

TEST RESULTS

LL	31
PI	0
Specific Gravity	2.63

[illegible] DETERMINATION HARVARD

97.1	14.2	
99.1	16.0	
102.0	17.8	
103.5	20.3	LW
98.6	22.6	LW

STABILOMETER

			180	
[illegible]	23.6	19.4	18.5	17.6
[illegible]	24	127	167	333
[illegible]	0	0	1.0	5.0
[illegible]	6.0	4.3	3.8	3.2
[illegible]	92	280	350	350
			79	
[illegible]	17	50	69	82
[illegible]	97.3	105.2	107.0	107.0

Single Sieve

Degradation—Pass No 20 % H in.

HYDROMETER ANALYSIS	Passing No 10	Total Sample
Particles larger than 2.0 mm	%	%
Coarse sand 2.0 to 0.42 mm	%	%
Fine sand 0.42 to 0.074 mm	%	%
Silt 0.074 to 0.02 mm	%	%
Silt 0.02 to 0.005 mm	%	%
Clay smaller than 0.005 mm	%	%
Colloids smaller than 0.001 mm	%	

DISTRIBUTION

REMARKS 23.6% Lost water at 30 blows.

Engineer of Materials

[illegible] DEPARTMENT

[illegible] Division

Laboratory Report

Project Beaverton - Progress
Highway
Contractor
Contract No.
Submitted by

Prefix No. 134-1409-910
County
F. A. Project No.
Date Reported
Laboratory Charges

PAGE1 OF 4 PAGES

REPORT ON SAMPLE OF SOIL+ 7% LIME

Source of material
Sampled or inspected at
Date
Sampled or inspected by
Type of material
Sample No.

Laboratory No. 816330 C
Data Sheet No. [illegible]
Date received [illegible]
Quantity represented

TEST RESULTS

SOIL CONSTANTS

[illegible]	32
[illegible]	0
Sp. Gr. (Le Chatelier)	2.63
Sand Equivalent	%
Natural Moisture	%
[illegible]	%

SIEVE ANALYSIS
[illegible] Single Sieve

DENSITY DETERMINATION HARVARD

Wt. [illegible]	% Moisture	
94.8	13.4	
96.4	15.4	
99.0	17.4	
103.3	19.3	
99.8	21.8	LW

183

[illegible]	23.6	21.1	18.5	16.4
[illegible]	28	99	187	200+
[illegible]	0	0	3.0	3.5
[illegible]	5.0	4.8	3.5	3.2
[illegible]	115	240	350	350
			77	
[illegible]	17	35	75	95
[illegible]	96.6	101.3	106.0	107.3

Air Degradation—Pass No. 20 % H [illegible] in

HYDROMETER ANALYSIS	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to 0.02 mm.	%	%
Silt 0.02 to 0.005 mm.	%	%
Clay smaller than 0.005 mm.	%	
[illegible] smaller than 0.001 mm.	%	

[illegible] REMARKS

Engineer of Materials

7558

October 10, 1978

Executive Department
240 Cottage St., SE
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 6711

Gentlemen:

Attached for your approval are three copies of an agreement with CH2M-Hill, Inc., for preparation of the draft environmental impact statement for the S. W. Murray Blvd.-Alice Lane Section of Allen Blvd. in Beaverton.

If you approve this agreement, please sign and return two copies to me in the envelope provided. You may retain the other copy for your records.

If you have any further questions, please call Craig Markham at 238-7438.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Attachment

bc: Mainer Holmes

9538

2

DATE: August 3, 1978

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
S.W. Murray Blvd.-Alice Lane Section
Allen Boulevard
Washington County, FAU 9088

On the Consent Calendar for your consideration at the August meeting will be an agreement with CH2M-Hill, Inc., for preparation of the Draft Environmental Impact Statement for the S.W. Murray Blvd.-Alice Lane Section of Allen Boulevard in Beaverton. An information report concerning consultant services for this study was presented at the January 24 meeting.

The agreement, in an amount not to exceed $65,140, will cover an eight-month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project.

I recommend your approval and request authority to sign the agreement for and on your behalf.

GAP:ss ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
R. N. Bothman
E. S. Hunter
E. L. Hardt
F. E. Terpin
V. E. Skoog
G. A. Potter
J. H. Versteeg
W. J. Hart
George Bell

STATE OF OREG

INTERO CE MEMO

TO: GARY POTTER
Manager Environmental Section

DATE: July 19, 1978

FROM: JAMES D. MCCLURE
Project Development Engineer
McClure

SUBJECT: Consultant Negotiation
Murray Blvd.-Alice Lane
Allen Blvd. Project

NOTED
E. S. HUNTER

RECEIVED
TE NICAL SERVICES
JUL 2 '78
REFER TO
OR
Info | Sign | Act | File

The Allen Blvd. project has progressed to a point in the development or selection of alternatives phase to proceed with negotiations with the consultant firm of CH2M Hill selected to prepare a draft EIS. I advised Cam Gilmore by phone to notify the consultant firm of their selection, which has been done.

As a follow up to the public meeting/workshop we presented a summary of the workshop proceedings to the city council on June 12. Based on the workshop information we recommended to the City two-build alternatives be considered, a four-lane design shown in the Beaverton General Plan and a TSM minimum widening alternative strongly supported by the workshop participants.

Mr. Bothman and I met with the mayor, Jack Nelson, to discuss these alternatives. He concurred with the concept to proceed with these two-build alternatives for analyzing in the draft EIS.

The Beaverton City Council on July 10, was presented a memorandum, attached from Victor Erlich, City Engineer, advising that ODOT was ready to proceed with hiring the consultant firm of CH2M Hill to prepare the draft EIS. The city engineer recommended the following alternatives which were developed by the project Technical Advisory Committee:

1. No build
2. Four-lane design with a variable 66 foot to 72 foot right-of-way (alternate 2)
3. TSM minimum widening alternative (alternate 4)

The city engineer's memorandum further stated that unless there was some objections by the city council of these alternatives, the city engineer would proceed with the project in accordance with a resolution delegating this responsibility. Bob Heard discussed his recommendations with Mr. Erlich and he advised Bob to proceed with the EIS to be prepared by the consultant.

Our preliminary traffic analysis indicates that the TSM project will function at certain intersections for only a short period of time before this service level becomes intolerable or below service level "E". Working with the Salem traffic analysis section, Tom Schwab is developing the year (roughly around 1985) at which time the level service will become intolerable based on the minimum improvements being proposed. Since the TSM project will be compared to the four-lane alternative, it will be necessary for the consultant firm to suggest mitigating measures to allow Allen Blvd. to operate and be functional for a time comparative with the four-lane alternative. This may result in suggested changes to the cities General Plan. We should request the consultant to make recommendations as to what mitigation would be practical and feasible for consideration by the city council if they select the TSM alternative.

I feel comfortable in discussing this project with our staff that we can have the alternatives designed and completed for the consultant by September 1. This would require negotiations to begin as soon as possible for O.T.C. approval of the contract at their August 15 meeting.

Please advise if you feel this time frame is reasonable based on your staff work load.

po

cc: R.N. Bothman
E.S. Hunter
Max Klotz
Jeff Kaiser
Earl Purdy
Bob Heard

CITY OF BEAVERTON - Memorandum

Honorable Mayor & City Council
From: Victor Ehrlich, City Engineer
Subject: Allen Avenue-Information Update
Date: July 7, 1978

At the June 12, 1978 Council meeting an analysis of the public workshop for Allen Avenue improvement was distributed. Participants at that workshop showed opposition toward the General Plan Circulation Element for the south part of Beaverton. They felt that Allen Avenue should be changed from the presently designated 4-lane facility and that the main volume of traffic should be directed elsewhere. Also provided to you at the June 12th meeting was a colored map showing a past east-west arterial alignment with the currently planned developments in its pathway and other properties which it would impact.

This east-west arterial was given much review at the time it was deleted from the General Plan Amendment which established the current Circulation Element. Determination of alternative routes for east-west traffic is what has been suggested by some workshop participants but there exists no solution which would not create heavy impacts upon other neighborhoods. The General Plan circulation element is a delicate balance to minimize traffic through neighborhoods while providing necessary access. In that plan, Allen Avenue has a key role which cannot be changed without upsetting the balance and creating heavy traffic congestions. A change to reduce Allen Avenue to less than a 4-lane facility would necessitate a complete restudy of the southern portion of the General Plan Circulation Element.

Attached is a project schedule which shows that an Environmental Impact Statement (EIS) must be started in August, 1978 in order to keep the project moving. To begin, the Engineering Consultants must be given the alternative which they are to study. The studies are lengthy and it is essential that they begin soon in order to obtain critical "time of year" air pollution tests. A delay of this starting date could delay the study results for an entire year.

The Allen Avenue Citizen's Advisory Committee (CAC) has not been able to reach a concensus toward which alternate should be studied. Therefore, the Technical Advisory Committee (TAC) has suggested three alternatives which are outlined on the attached. These alternatives are: (1) No-Build; (2) A General Plan level alternative with right-of-way requirements varying between 66 & 72 feet wide; (3) A "low cost" plan which maintains only two lanes of

Approved: Victor R. Ehrlich
Date: July 6, 1978

through traffic but enhances all intersections and signalization. Also, several other alternatives may be assessed by reviewing and combining the impact statements made for the elements included in these three specific projects. These alternatives do not "lock-in" a direction or a decision by the City Council. They provide a basis on which a detailed study can be made which will later be brought back to the TAC, CAC, and City Council. This study will provide an in-depth analysis where all environmental factors will be addressed and on which the City Council will then be able to base their informed decision.

Therefore, if there are no objections by the Council at this time, inaccordance with Resolution No. 1985, the City Engineer will proceed in the manner outlined and return to Council with interim reports and in April 1979 with a full disclosure of the environmental impacts on the alternatives in order that the City Council may begin the formal public hearing process for this improvement. At that hearing time public testimony and Council direction may modify or delete the project.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 27, 1978 Telephone 238-8226

VICTOR EHRLICH
City Engineer
City of Beaverton
4950 Southwest Hall Boulevard
Beaverton, OR 97005

NOTED
E. S. HUNTER

Subject: Consultant Selection
Murray Boulevard-Alice Lane Section
Allen Boulevard

I have discussed the current status of hiring the consultant firm to prepare the Draft Environmental Impact Statement (DEIS) for the Allen Boulevard project with our Salem staff.

The firm of CH2M/Hill has been selected; notification is being withheld pending the City's recommendation to proceed with the project and desired alternatives. In order to proceed with negotiating their contract, we will need to establish the full range of possible alternatives to analyze, along with a firm direction for the project. The consultant firm is being hired to prepare a product (DEIS), not to provide a service to review possible alternatives, but to analyze the alternatives we have forwarded. Before the consultant can proceed, Oregon Transportation Commission (OTC) and Federal Highway Administration (FHWA) approval of the contract will be required.

I had anticipated the consultant would begin preparation of the DEIS on August 1 with OTC approval of the contract at their July 18 meeting. Please advise when you anticipate your staff recommendations on proceeding with the project will be forthcoming.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo
cc: R. N. Bothman G. W. Kaiser
E. S. Hunter E. C. Purdy
G. A. Potter B. J. Heard
M. J. Klotz Wally Bryant

RECEIVED
TECHNICAL SERVICES
JUN 28 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 8, 1978 Telephone 238-8226

RECEIVED
TECHNICAL SERVICES
JUN 9 '78
REFER TO
FOR

Info	Inves.	R/D	D/R	Sign	Act	File

VICTOR EHRLICH
City Engineer
City of Beaverton
4950 Southwest Hall Boulevard
Beaverton, OR 97005

Subject: Workshop Analysis
Murray Boulevard-Alice Lane Section
Allen Boulevard

Enclosed are fifteen copies of the Allen Boulevard Workshop Analysis for your review and presentation to the city council at their June 12 meeting. The analysis is broken down into four areas: summary of issues and concerns; summary of the questionnaire; meeting transcript; and the design alternatives presented at the workshop.

The first part is the focus of the report and deals with the major issues and concerns surfaced at the workshop, along with other possible design options for consideration by the City. A major concern of the citizens was that ODOT and the City were only considering four-lane design alternatives for Allen Boulevard and that we had not considered design options which would not widen the street. The suggested options discussed in the analysis would provide a broader range of design alternatives to compare with a four-lane widening on Allen Boulevard. The environmental document would address the various impacts and benefits of the designs. Analyzing these other options for Allen Boulevard responds to some of the concerns we heard.

It is important that we receive direction of the alternatives the City desires to have studied before proceeding with the project. You are aware the consultant firm of CH2M/Hill has been selected to prepare the draft environmental impact statement (DEIS). We are currently negotiating the final contract with the consultant and, if the alternatives are different from those now being studied, it would change the scope of the contract. Any changes must be part of the negotiations. In order to keep the project on schedule, decisions on the project design alternatives are needed by the first of July.

Your assistance in providing further direction for the project is appreciated and if we can be of assistance for your presentation to the city council, please advise.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

Enclosures

cc: R. N. Bothman
E. S. Hunter
G. A. Potter
M. J. Klotz
G. W. Kaiser
E. C. Purdy
W. Bryant, FHWA

9532

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE **DATE:** May 26, 1978

FROM: DONALD R. ADAMS Adams
Project Development Manager

SUBJECT: Workshop Meeting
Allen Boulevard
Murray Boulevard-Alice Lane
May 24, 1978

RECEIVED
TECHNICAL SERVICES
JUN 1 '78
REFER TO
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

RECEIVED
ENVIRONMENTAL
SECTION
MAY 31 1978
Referred to Copy: Hunter

Ris to Con

file

Met with McClure, Oseran and Markham regarding the results of the workshop meeting held May 24, 1978, by the City/State at the Highland Park School.

Discussed the direction that should be taken from this point by ODOT. We will move expeditiously to prepare a transcript of the meeting and to prepare a summary of the written statements returned at the meeting. "Manpower" personnel will be hired to handle the transcript and the more routine parts of the summary effort on the written documentation. Some analysis will be done on the written documentation by Oseran and Markham to provide proper perspective for city council. We will ask City staff to submit the information to city council with a request for concurrence on a suggested direction to take based on the data from the workshop.

Other design efforts on this project should take a slightly lower priority until council action is obtained. Council's options are to proceed with the present alternatives, add downscoped alternatives, drop the existing widening and proceed with only downscoped alternatives, or stop the project altogether while they do another circulation study. These options and any others should be listed with our recommendation to City based on our experience and perception of present project success possibilities.

The aforementioned data should be to the City by June 8.

There are some constraints on the timing; mainly the consultant selection process will be affected by any delays and it appears that this will possibly affect that process if the scope of the project is modified. If delays are extensive, it could affect our ability to monitor air quality this winter if that is required.

The effort to work with the City in modifying the project has to move as expeditiously as possible to reduce the impacts on our Technical Services staff work effort and the selection of a consultant

We also discussed the workshop style meeting. The general comments on this style meeting were constructive criticism that might be useful in implementing a workshop on another project. Laurie will consolidate our critique of the meeting in a separate report.

DRA/ldo
cc: R. N. Bothman J. D. McClure L. S. Oseran
G. A. Potter C. P. Markham

STATE OF OREGON 7532 INTEROFFICE MEMO 144

TO: MEMO TO THE FILE DATE: March 8, 1978

Bob Heard

FROM: BOB HEARD
Project Coordinator

SUBJECT: Allen Boulevard
Murray Boulevard-Alice Lane
TAC Minutes
March 7, 1978

RECEIVED
TECHNICAL SERVICES
MAR 9 '78
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTE E. S. HUNTER

Send to

A Technical Advisory Committee meeting was held on March 7, 1978, at the East Portland Highway Building (Metro).

Representing the City of Beaverton were Victor Ehrlich and Scott Burgess; Washington County, Mike Borresen; FHWA, Wally Bryant; and ODOT, Jim McClure, Craig Markham, Louis Spisla and Bob Heard.

A discussion of the Citizens Advisory Committee meeting was held. The CAC has asked for more detail on the design alternatives that were presented on March 7, 1978. The TAC generally agreed that this is the direction to follow at this stage of development.

The subject of a public informational meeting was brought up for discussion. The TAC agreed that the two committees (CAC and TAC) should work on "getting further down the road" before a public informational meeting is held.

The TAC then turned to the task of establishing some objectives for the project. Following is a list of objectives adopted by the TAC:

1. Design Year - 1995
2. Level of Service - C-D
    a. Interconnect Traffic Signals
3. Improve Traffic Safety at Intersections
4. Facilitate Mass Transit
5. Improve Safety of Accesses
    a. Existing Accesses
    b. Minimize Future Accesses
6. Pedestrian Walk
    a. Provided for all Frontage Properties

REFERRED TO
Beard
Dorn
Cole
Sample
Eriksen
Watson
Hager
Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
2 Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
MAR 10 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

[illegible] from 44' [illegible] Allen Interchange
[illegible] (37 [illegible] 44 [illegible])

81-125-1387

7. Bikepath
    a. Provide Bikepath to Interconnect with City Bikepath
8. Beautification
    a. Street tree plantings on Allen Boulevard should represent a continuous and comprehensive landscape treatment. Such a treatment shall consider Beaverton's unique natural setting, preservation of existing vegetation, local topography, vistas, driver perception of the roadway design, visibility requirements for drivers, urban design and sign controls, utility placement and street lighting.
9. Land Use
    a. Design a Facility Which Supports and Complements the Beaverton Area General Plan.
10. Noise Standards
    a. Provide Measures to Attenuate Noise Where Practical
11. Design Treatment
    a. Utilities Should be Underground or Visibility Reduced Where Practical

A discussion was held concerning the hiring of a consultant to write the Draft Environmental Impact Statement (DEIS). We will try and send out the Request For Proposals (RFP) by the middle of April so that a consultant may be hired by the middle of August, 1978.

BH/ldo

cc: [redacted]
E. L. Hardt
G. A. Potter
M. J. Klotz

STATE OF OREG   INTERO CE MEMO

TO: MEMO TO THE FILE

DATE: March 1, 1978

FROM: Bob Heard
BOB HEARD
Project Coordinator

SUBJECT: Allen Boulevard
Murray Boulevard-Alice Lane
Citizens Advisory Committee Meeting
February 28, 1978

NOTED
E. S. HUNTE

The first Citizens Advisory Committee meeting was held on February 28, 1978, at the Council Chambers in Beaverton.

See the attached list for the participants.

Jim McClure opened the meeting, introduced the City and State staffs, and gave a brief overview of the CAC and TAC. These two committees, in conjunction with the ODOT staff, will work on a design or designs to be addressed in the Draft Environmental Impact Statement (DEIS).

The DEIS will be written by a consultant, which will be hired by bid process (not necessarily by low bid). It will take four months to hire a consultant and eight months to write the DEIS. After the DEIS is finished, a public hearing will be held. The City of Beaverton will be responsible for holding the hearing with our staff support. After the hearing, the DEIS will be rewritten to include/address the comments and/or testimony given at this hearing. This will be the Final Environmental Impact Statement (FEIS).

The preliminary engineering phase of the project is the only phase that has been approved and budgeted by the Columbia Region Association of Governments (CRAG). A total of $206,000 is now available for the PE phase; 86% Federal, 7% State and 7% City. The project will probably have to be built in phases, as the funding becomes available.

Victor Ehrlich, City Engineer for Beaverton, gave overview of what is expected of CAC members; an advisory committee charged with the responsibility of helping to design a facility with the desires of the community in mind.

Mike Odom, Traffic Engineer for Beaverton, gave overview of why the project is needed. The adopted Beaverton Area General Plan states that the projected traffic counts warrant the project; also the number of accidents in 1976 (58) due to traffic congestion and excessive speed. (It is generally thought that the excessive speed is due to the 17-foot travel lanes in each direction.) The thought is that speed and accidents would be reduced using narrower lanes. The traffic volumes are increasing by 6%/year.

Bob Heard, Project Coordinator, explained the schedule from the PE phase to the contract date and particularly the Draft Environmental Impact Statement. A question and answer period ensued.

Do bikeways have to be constructed? By State law, bikeways have to be addressed on every project.

Are people on Allen aware that Allen may be widened? A flyer was hand delivered to every house and business on Allen, also to every apartment manager.

The next meeting was set on March 14, 1978, at Council Chambers in Beaverton.

BH/ldo

cc: F. B. Klaboe
✓ E. S. Hunter
E. L. Hardt
G. A. Potter
R. N. Bothman
D. R. Adams
M. J. Klotz
J. D. McClure
Vickie Rocker
CAC Members
TAC Members

RECEIVED
TECHNICAL SERVICES
MAR 3 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: February 8, 1978

Bob Heard

FROM: BOB HEARD
Project Coordinator

SUBJECT: Allen Boulevard
Murray Boulevard-Alice Lane
TAC Minutes
February 3, 1978

NOTED
E. S. HUNTER

On February 3, 1978, a TAC meeting was held in the large conference room of the Metro building.

On the attached sheet is a list of members attending the meeting.

I gave a brief description of the project and then discussed the schedule. The hearing is scheduled for May, 1979, and construction in August, 1981.

We had three designs outlined. A 66-foot right-of-way plan, a 66-foot-72-foot right-of-way plan and an 82-foot right-of-way plan. The TAC agreed that these plans should be presented to the CAC members for their opinions and input.

The City of Beaverton has sent out flyers and advertised in the paper, asking for candidates for the CAC. Thus far, they have received seven responses from individuals. They will also contact several neighborhood groups for candidates. The City plans to have the first CAC meeting the latter part of February.

A public meeting may be held in March or April to determine the feeling of the residents, businessmen, etc.

The noise and air quality impacts were discussed briefly. We do not have current data available. These impacts will be addressed in the draft environmental impact statement, which will be prepared by a consultant. The consultant should be on board and ready to work by August, 1978.

We will not schedule another TAC until after a CAC has been held.

RECEIVED
TECHNICAL SERVICES
FEB 13 '78
REFER TO
FOR
Info | R/D | D.R | Sign | Act

BH/ldo
Attachment
cc: E. S. Hunter
G. A. Potter
M. J. Klotz
J. D. McClure
TAC Members

81-125-1387

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 10, 1978 Telephone 238-8243

VICTOR EHRLICH, City Engineer
City of Beaverton
4950 Southwest Hall Boulevard
Beaverton, OR 97005

Subject: Murray Boulevard-Alice Lane
Allen Boulevard
(Beaverton)

As we discussed at our meeting in December, a citizens advisory committee (CAC) will be required for the project. Due to the required local public involvement in developing the project, I am requesting your assistance in selecting candidates for this committee. The committee should represent a broad cross section of the city of Beaverton community, such as: business and commercial representation along Allen Boulevard as well as the entire community, residential representation along Allen Boulevard and the surrounding neighborhoods, neighborhood associations and other organized groups as selected by the City. The Mt. Vernon Village Homeowners Association has expressed an interest in the project and, therefore, should be invited to serve on the committee.

There are several methods available for selecting members of the citizens advisory committee, such as: selection by the City Council, letter to organizations requesting a representative to serve on the committee, holding a public informational meeting for the project for the purpose of soliciting candidates to serve on the committee. There are a number of methods that may be used to develop a CAC and if I may be of any assistance, please feel free to call me.

Bob Heard
BOB HEARD
Project Coordinator

BH/ldo
cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure

RECEIVED
DOT OPERATIONS
JAN 11 '78
REFER TO
FOR
info invest R/D

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 10, 1978 Telephone 238-8243

RECEIVED
DOT OPERATIONS
JAN 11 '78
REFER TO
FOR

Info	Inves	R/D	R/R	Sign	Act	File

TEX LOPER, President
Mt. Vernon Village
Homeowners Association
P. O. Box 86
Beaverton, OR 97005

Subject: Allen Boulevard Improvement Project
Murray Boulevard-Alice Lane
(Beaverton)

Thank you for your letter of December 7, 1977, expressing your association's interest in the Allen Boulevard improvement project proposed by the City.

The City of Beaverton is planning improvements to their arterial street through Federal Aid Urban System funds, which requires an extensive citizen involvement program during the project development phase.

In cooperation with the City, a citizens advisory committee (CAC) will be formed to assist in the planning and preliminary engineering phases of the project. Your association will be contacted to have a representative serve on this citizens committee.

The City of Beaverton has requested that the Oregon Department of Transportation manage the project, handle the engineering and prepare the required environmental impact documents.

Upon completion of the preliminary engineering phases, the City of Beaverton will hold a public hearing on the project. The hearing is anticipated in the Spring of 1979.

I appreciate your interest in the project. If you have any further questions, please feel free to contact me at 238-8243.

Bob Heard
BOB HEARD
Project Coordinator

BH/ldo
cc: Victor Ehrlich D. R. Adams
F. B. Klaboe L. S. Oseran
E. S. Hunter G. A. Potter
R. N. Bothman M. J. Klotz
E. L. Hardt J. D. McClure

Mt. Vernon Village
HOME OWNERS ASSOCIATION
P. O. BOX 86 • BEAVERTON, OREGON 97005

December 7, 1977

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

It is our understanding that there is a proposal to make Allen Avenue, between Highway 217 and Murray Boulevard, into a four-lane roadway.

We do not know if a hearing is proposed for now or in the future and it would be much appreciated if you would notify this association at the address shown above of any hearing so that we could be represented, as our condominium complex fronts on Allen Avenue and any widening of the street will have a substantial effect on the 132 people that live in the complex.

Your assistance in this matter is greatly appreciated.

Very truly yours,

Tex Loper
President

MA PDM PDE TSE SPC
ODOT - METRO

DEC 08 1977

FILE T/A

RECEIVED
STATE HWY ENGR

DEC 8 '77

REFER TO
Bothman

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

9-35

December 30, 1977

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5313

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the S. W. Murray Boulevard-S.W. Alice Lane (Beaverton) Section of S. W. Allen Boulevard Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 22, 1977

Bob Heard

FROM: BOB HEARD
Project Coordinator

SUBJECT: Allen Boulevard
Murray Boulevard-Alice Lane
Preliminary TAC Minutes
December 15, 1977

On the above mentioned date, a preliminary TAC meeting was held in the large conference room of the Metro building.

In attendance for the City of Beaverton were Victor R. Ehrlich, City Engineer; Scott Burgess, Planning Administrator; Michael Odom, Traffic Engineer. Representing the Oregon Department of Transportation were Donald R. Adams, Project Development Manager; James D. McClure, Project Development Engineer; Earl Purdy, Resident Engineer; and Robert Heard, Project Coordinator.

The purpose of the meeting was two-fold: 1) Acquaint the City of Beaverton with our organizational structure and procedures; and 2) Establish a direction for the field survey.

Jim McClure gave an explanation of the organizational structure of ODOT and procedures for developing a project. Victor Ehrlich asked when the City would need to put up the funding money. He was told that the City would have to have it before construction. Jon Rose will send out a letter to the City for funds.

Earl Purdy will start working up three basic designs based on the Beaverton area general plan, 66-foot right-of-way; minimum design, 56-foot/66-foot right-of-way; and a desirable design (textbook design). When these sketch designs are finished, we will have a full TAC meeting to discuss them.

The procedure for establishing a "citizen advisory committee" was discussed. Mr. Ehrlich asked that a letter be sent to him listing some alternatives as to how to select the members. He would then hand carry the letter to the Mayor's office and proceed from there.

The next TAC meeting will probably be in mid-January.

BH/ldo
cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
TAC Members

RECEIVED
DOT OPERATIONS
DEC 23 '77
REFER TO
FOR
File
Act
Sign
C/R
R/D
[illegible]
Info

1-125-1387

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-27-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ
1-9088(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-55

TO:

Mr. F. B. Klaboe
Chief of OPerations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-27-77

FEDERAL ROUTE NUMBER
FAU 9088

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
"Murray Blvd - Alice Lane (Beaverton) Section"

GENERAL DESCRIPTION OF WORK:
Program Change and Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Program change and all phases of PE necessary to obtain adoption of Final EIS
TEC $95,000 -F.F. $81,900

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 10-24-77 letter, I approve the program change to extend the limits of the project westerly one mile, thereby revising termini to read "Murray Blvd - Alice Lane". Also, you are authorized to proceed with the work as shown above.

NOTED
F. B. KLABOE

11-4-77

DATE
10-27-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Murray Road-Alice Lane

DATE: October 11, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR
Info | Invest | R-R | D/R | Sign | Act | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/20/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Ed Hardt, Reg. 1
W. W. Geibel, Dist. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 1300

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-26-77

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW OCT 07 1977

Project #: 7708 2 1300 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency [illegible] By

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Washington County's comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 (Land Use Planning), #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

EH:cg
8/31/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW OCT 07 1977

Project #: 7708 2 1300 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS OFFICE WILL COORDINATE THE CULTURAL RESOURCE MANAGEMENT OF THIS S.W. ALLEN BLVD. ROAD WIDENING PROJECT WITH THE HIGHWAY ENVIRONMENTAL SECTION.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
AUG 31 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3[illegible]

PNRS STATE REVIEW

Project #: 7708 2 1300 Due Date: OCT 7 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project will require an Indirect Source Permit

Agency [illegible] By Anthony J Venge J.

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 26, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Murray Road-Alice Lane
Highway: S.W. Allen Blvd.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 26, 1977

H.S. COULTER

BLG:dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION 6563
01	12] PROJECT TITLE [71 Murray Road-Alice Lane			
11	12] PROJECT LOCATION—CITY S.W. Allen Blvd. Beaverton	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12] Proposal is to provide two travel lanes in each direction, left turn facilities [71

07 12] at major intersections, signalization for progressive traffic movement. [71

08 12] (See attachment) [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,032,000	-	84,000	84,000	-	1,200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Aug. 26, 1977	Yes ☒ 31 No ☐ 32	Yes ☒ 33 No ☐ 34	Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Sept.	26	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 2 project on major-significant environmental impact under Oregon's Action Plan.

CATEGORY
2 PROJECT

MAJOR - SIG.
M-9088(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 12, 1977

Section Murray Road - Alice Lane

Unit (if appl)

County Washington

City Beaverton

Highway S.W. Allen Boulevard

State Hwy. No.

Termini: M.P.(if appl)

Length 1.5 miles

Region I

Construction Estimate To be determined
Program Amount

B. Purpose of Project: To upgrade Allen Boulevard to a level at which the facility can effectively perform its planned function as a major city traffic street.

C. Origin & History of Project: Allen Boulevard is the only east/west street serving this area. Traffic volumes have risen sharply, particularly since the opening of Highway 217 through to the Sunset Highway, and the facility is presently operating at capacity. The "South Beaverton Arterial Study" prepared by a consultant in 1976, recommended the widening of Allen Boulevard to four lanes with turning lanes at major intersections. This recommendation is an adopted part of the arterial street plan contained in the "Beaverton Area General Plan".

This project originally extended only to Main Avenue from Alice Lane. An assessment was prepared for this section in July, 1975. The project has subsequently been extended to Murray Road and this assessment replaces the earlier document.

D. General Description of Project: Provide two travel lanes in each direction, left-turn lanes at major intersections, and signalization to provide for progression.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 16,000 ; Projected ADT 16,000 ; Yr. 1996
Existing Level of Service D-E

Proposed Facility: Projected ADT 22,000 ; Yr. 1996
Projected Level of Service C-D

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels To be determined
Yes, No

Acres ± 2 ; Type of Relocation Req. Single family residential unit ; No. * 1

* More may be identified as project develops

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any: A small intermittant tributary to Beaverton Creek passes under Allen Boulevard, at Taralynn Avenue, via storm sewer pipe.

Local City, County or COG priorities of project: This project is a very high priority for the city of Beaverton.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
(1) No build
(2) Other design alternatives may be identified as project development proceeds

Other Descriptive Information or Comments: A separate project (Allen Boulevard Interchange) which would provide a grade separated, full diamond interchange for Allen Boulevard and Highway 217 has been developed to the stage of a completed draft EIS. The study area in the DEIS includes the project section addressed in this assessment and is a good resource for additional information concerning environmental setting and impacts.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project section traverses a gently rolling topography and is in the lowland east central portion of the Tualatin Valley. Drainage is by storm sewer which feeds into an intermittant tributary of Beaverton Creek. Heavy urbanization precludes any significant habitat beyond property landscaping. Many large trees are evident along Allen Boulevard, particularly on the northside between Murray Road and 130th Avenue. Some parcels of old orchard land remain undeveloped on the west end of the project, on the southside.

2. Cultural: The land use adjacent to Allen Boulevardis a mix of residential and commercial with the residential use predominating. A very rough percentage distribution would be 50 per cent multi-family dwelling, 30 per cent single-family residential, and 20 per cent commercial. Two churches abut Allen Boulevard. The setting is one of situational incompatibility with a major urban arterial passing through, and in close proximity to, an area of high density residential use. It is likely that all of the residential establishments adjacent to the roadway are presently receiving noise levels in excess of federal standards. Many of the multi-family dwellings are two story structures which substantially increases the number of exposed sensative receptors. Air quality is adversely affected by heavy traffic volumes with peak period congestion. Power, water, sewer, and telephone utilities are located along Allen Boulevard. A high voltage transmission line occurs on the northside, throughout the project section. Aesthetic quality of the corridor is fairly good considering the heavy traffic use of Allen Boulevard.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Only a very rough determination of right-of-way impacts can be made at this time due to the present inexactness of the information identifying existing right-of-way lines and proposed right-of-way needs. Further, the right-of-way implications of federal noise mitigation requirements have not been considered.

   One house may be displaced. Significant utility relocation will probably be required, particularly the moving of a main power transmission line. Adjustment of driveways, off-street parking areas, service station overhangs, fences, and the removal of property frontage landscaping may also result. Some large trees which presently enhance the aesthetic quality of the boulevard may have to be removed.

2. Estimated Impact on Traffic Patterns:
   A. Upgrading Allen Boulevard may increase its use as a bypass of downtown Beaverton for traffic between the T.V. Highway and Highway 217, via Allen and Murray.
   B. An immediate reduction in congestion

   Consequences--Air Quality, Noise, Safety, etc.:
   A. Additional traffic on Allen Boulevard with its consequent impacts
   B. Improved pedestrian and vehicle safety

3. Estimated Impact on Land Use: Conversion of some frontage to highway and sidewalk uses. The project will reduce the desirability for residential use along Allen Boulevard, due to noise and traffic.
   Consequences: Pressure to increase heavier land uses along Allen Boulevard such as multi-family dwellings and commercial.

4. Expected Impact on Natural Ecological Resources: No significant direct effects are expected.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:
   A. Noise and traffic impacts on residential area
   B. Possible removal of large trees

   A cultural resource survey may be required.

   Consequences:
   A. Reduced desirability for residential use along Allen Boulevard
   B. A negative aesthetic impact

6. Preliminary Identification of Areas of Critical Concern:

No specific area identified.

7. Potential for Controversial Issues: Noise and the close proximity of traffic to residential establishments

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project is expected to improve traffic flow, thus improve air quality; however, the amount of adverse air quality impact as a result of traffic generation will need to be determined. An Indirect Source Permit may be required after further traffic analysis.

b. Noise Standards - Noise standards for residential use are probably being exceeded along Allen Boulevard. The project will move the source closer to the receptor, hence increase the noise problem. A noise study report will be require

c. Water Quality Standards - No change is expected.

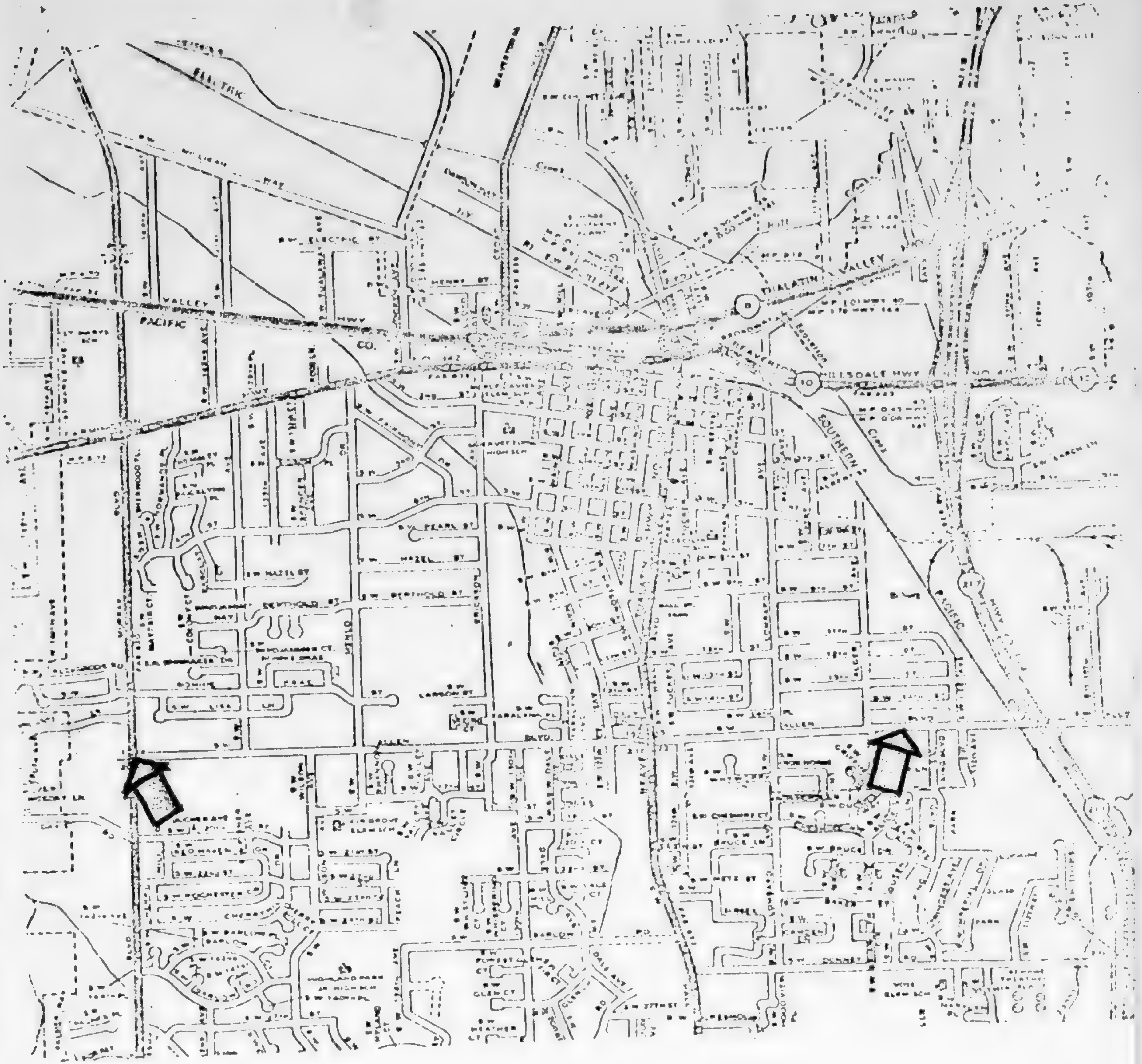
d. Area Land Use and Transportation Plans, and Zoning - Proposal is included in the adopted "Beaverton Area General Plan".

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
__x__ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts in terms of significant noise problems and the project's affect in altering adjacent land use warrant the level of analysis afforded by an EIS.

D. Recommended Project Category: _____ 1 __x__ 2 _____ 3 _____ 4


ELECTRIC
PACIFIC
VALLEY
CO.
TUALATIN VALLEY
HILLSDALE HWY
SOUTHERN
PACIFIC
S.W. PEARL ST
S.W. HAZEL ST
BERTHOLD ST
ALLEN
BLVD

S.W. ALLEN BLVD. PROJECT LIMITS

E32

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: August 8, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Murray Road-Alice Lane
S.W. Allen Boulevard
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 2 project of Major Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

ESH
8-8-77

RECEIVED
TECHNICAL SERVICES
AUG 5 - '77
REFER TO
FOR
Info Inves R/D D R Sign Act File

CATEGORY
2 PROJECT

MAJOR - SIG.
M-9088(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 12, 1977
Section Murray Road - Alice Lane
Unit (if appl)
County Washington
City Beaverton
Highway S.W. Allen Boulevard
State Hwy. No.
Termini: M.P.(if appl)
Length 1.5 miles
Region I
Construction Estimate To be determined
Program Amount

B. Purpose of Project: To upgrade Allen Boulevard to a level at which the facility can effectively perform its planned function as a major city traffic street.

C. Origin & History of Project: Allen Boulevard is the only east/west street serving this area. Traffic volumes have risen sharply, particularly since the opening of Highway 217 through to the Sunset Highway, and the facility is presently operating at capacity. The "South Beaverton Arterial Study" prepared by a consultant in 1976, recommended the widening of Allen Boulevard to four lanes with turning lanes at major intersections. This recommendation is an adopted part of the arterial street plan contained in the "Beaverton Area General Plan".

This project originally extended only to Main Avenue from Alice Lane. An assessment was prepared for this section in July, 1975. The project has subsequently been extended to Murray Road and this assessment replaces the earlier document.

D. General Description of Project: Provide two travel lanes in each direction, left-turn lanes at major intersections, and signalization to provide for progression.

Alignment: New ___ Existing X Combined ___

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 16,000 ; Projected ADT 16,000 ; Yr. 1996
Existing Level of Service D-E

Proposed Facility: Projected ADT 22,000 ; Yr. 1996
Projected Level of Service C-D

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels To be determined
Yes, No

Acres ± 2 ; Type of Relocation Req. Single family residential unit ; No. * 1

* More may be identified as project develops

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any: A small intermittant tributary to Beaverton Creek passes under Allen Boulevard, at Taralynn Avenue, via storm sewer pipe.

Local City, County or COG priorities of project: This project is a very high priority for the city of Beaverton.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
(1) No build
(2) Other design alternatives may be identified as project development proceeds

Other Descriptive Information or Comments: A separate project (Allen Boulevard Interchange) which would provide a grade separated, full diamond interchange for Allen Boulevard and Highway 217 has been developed to the stage of a completed draft EIS. The study area in the DEIS includes the project section addressed in this assessment and is a good resource for additional information concerning environmental setting and impacts.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project section traverses a gently rolling topography and is in the lowland east central portion of the Tualatin Valley. Drainage is by storm sewer which feeds into an intermittant tributary of Beaverton Creek. Heavy urbanization precludes any significant habitat beyond property landscaping. Many large trees are evident along Allen Boulevard, particularly on the northside between Murray Road and 130th Avenue. Some parcels of old orchard land remain undeveloped on the west end of the project, on the southside.

2. Cultural: The land use adjacent to Allen Boulevardis a mix of residential and commercial with the residential use predominating. A very rough percentage distribution would be 50 per cent multi-family dwelling, 30 per cent single-family residential, and 20 per cent commercial. Two churches abut Allen Boulevard. The setting is one of situational incompatibility with a major urban arterial passing through, and in close proximity to, an area of high density residential use. It is likely that all of the residential establishments adjacent to the roadway are presently receiving noise levels in excess of federal standards. Many of the multi-family dwellings are two story structures which substantially increases the number of exposed sensative receptors. Air quality is adversely affected by heavy traffic volumes with peak period congestion. Power, water, sewer, and telephone utilities are located along Allen Boulevard. A high voltage transmission line occurs on the northside, throughout the project section. Aesthetic quality of the corridor is fairly good considering the heavy traffic use of Allen Boulevard.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Only a very rough determination of right-of-way impacts can be made at this time due to the present inexactness of the information identifying existing right-of-way lines and proposed right-of-way needs. Further, the right-of-way implications of federal noise mitigation requirements have not been considered.

   One house may be displaced. Significant utility relocation will probably be required, particularly the moving of a main power transmission line. Adjustment of driveways, off-street parking areas, service station overhangs, fences, and the removal of property frontage landscaping may also result. Some large trees which presently enhance the aesthetic quality of the boulevard may have to be removed.

2. Estimated Impact on Traffic Patterns:
   A. Upgrading Allen Boulevard may increase its use as a bypass of downtown Beaverton for traffic between the T.V. Highway and Highway 217, via Allen and Murray.
   B. An immediate reduction in congestion

   Consequences--Air Quality, Noise, Safety, etc.:
   A. Additional traffic on Allen Boulevard with its consequent impacts
   B. Improved pedestrian and vehicle safety

3. Estimated Impact on Land Use: Conversion of some frontage to highway and sidewalk uses. The project will reduce the desirability for residential use along Allen Boulevard, due to noise and traffic.
   Consequences: Pressure to increase heavier land uses along Allen Boulevard such as multi-family dwellings and commercial.

4. Expected Impact on Natural Ecological Resources: No significant direct effects are expected.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:
   A. Noise and traffic impacts on residential area
   B. Possible removal of large trees

   A cultural resource survey may be required.

   Consequences:
   A. Reduced desirability for residential use along Allen Boulevard
   B. A negative aesthetic impact

6. Preliminary Identification of Areas of Critical Concern:

No specific area identified.

7. Potential for Controversial Issues: Noise and the close proximity of traffic to residential establishments

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans - The project is expected to improve traffic flow, thus improve air quality; however, the amount of adverse air quality impact as a result of traffic generation will need to be determined. An Indirect Source Permit may be required after further traffic analysis.
   b. Noise Standards - Noise standards for residential use are probably being exceeded along Allen Boulevard. The project will move the source closer to the receptor, hence increase the noise problem. A noise study report will be required

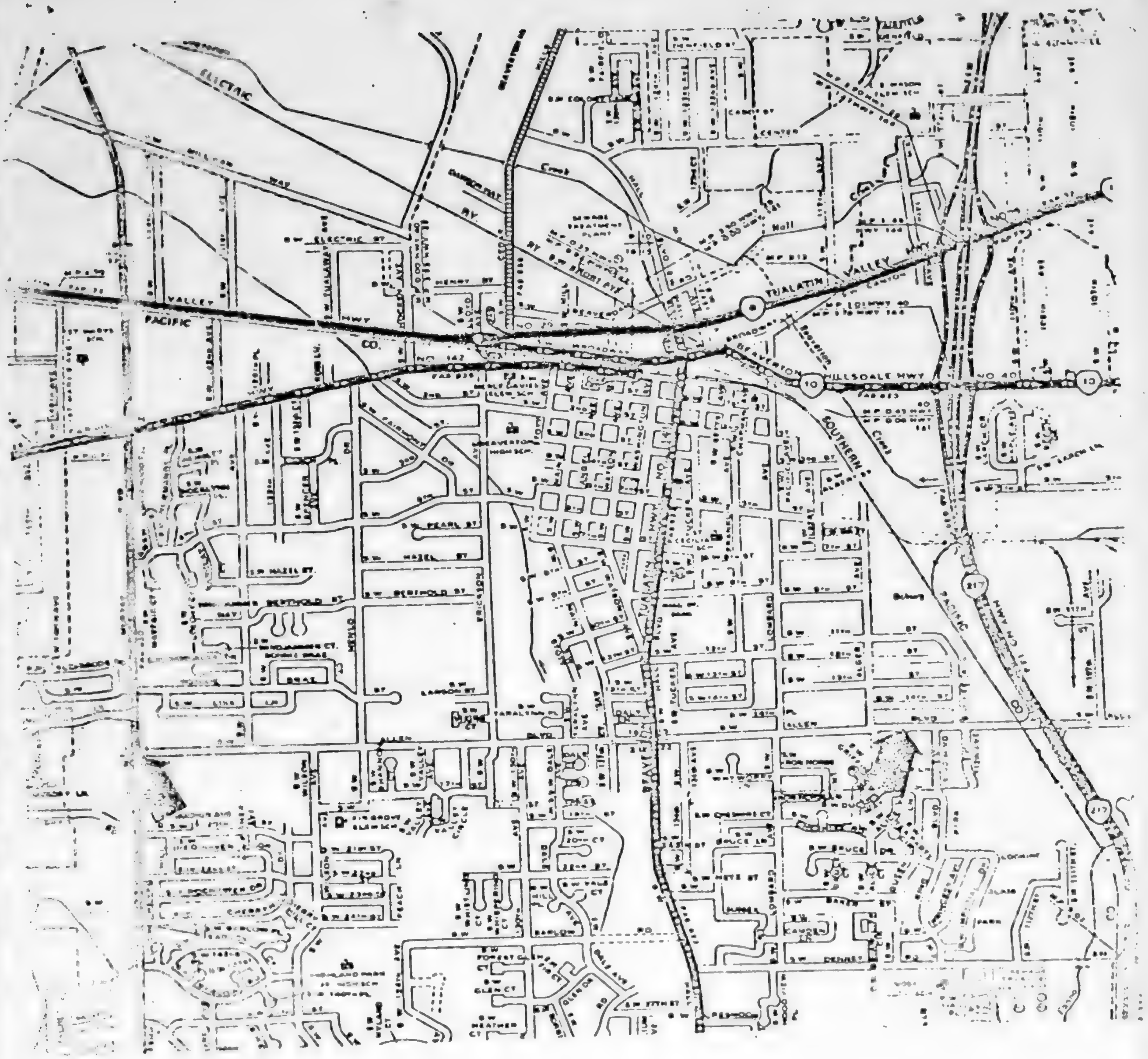
   c. Water Quality Standards - No change is expected.
   d. Area Land Use and Transportation Plans, and Zoning - Proposal is included in the adopted "Beaverton Area General Plan".

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
x D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts in terms of significant noise problems and the project's affect in altering adjacent land use warrant the level of analysis afforded by an EIS.

D. Recommended Project Category: ____ 1 x 2 ____ 3 ____ 4


ELECTRIC
RY.
PACIFIC
CO.
VALLEY
HWY
TUALATIN VALLEY
BEAVERTON HILLSDALE HWY
SOUTHERN PACIFIC
BEAVERTON HIGH SCH.
S.W. PEARL ST.
S.W. HAZEL ST.
S.W. BERTHOLD ST.
ALLEN
BLVD
217
10
8

S.W. ALLEN BLVD. PROJECT LIMITS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 28, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project M-9088(-)
PROJECT ASSESSMENT
MURRAY RD.-ALICE LANE
S.W. Allen Blvd.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 19, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement. We also concur that a noise study report is required.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 1, Markham)

RECEIVED
STATE HWY ENGR
AUG 1'77
REFER TO
orig to
FOR
Info Inves R/D D/R Sign Act File

9538

DATE: July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the July 19 meeting will be two requests for approval of Urban System Projects.

Beaverton is requesting a $740,000 project to widen and improve Allen Blvd. between Murray Blvd. and Hall Blvd.

The request from Medford is for a $316,000 project to signalize the intersection of Columbus Avenue and Main Street, provide four travel lanes on Columbus Avenue and provide left-turn pockets on Main Street at Columbus Avenue.

Federal Urban System funds for these projects are estimated at $908,160 with the State providing approximately $73,920 in match funds and a like amount being contributed by the Cities.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

HSC:CEZ:lml

Att.

bc: R. A. Burco
F. B. Klaboe
R. L. Schroeder
L. W. Rulien
L. E. George
F. E. Terpin
E. L. Hardt
George Bell
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
J. H. Versteeg
V. E. Skoog
D. N. Harwell
Max Klotz

9538

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9088(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-55

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to [illegible]

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-30-77	FAU 9088	City Street

GENERAL LOCATION:

"S.W. Main - S.W. Alice Lane (Beaverton)"

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 22, 1977, letter, I approve the deletion of the traffic signal at S.W. Allen Blvd. and Lombard Ave. in the character of proposed work on the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-77		for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE 197[illegible]

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 11, 1977

Mr. Burke Raymond
City Administrator
City Hall
Beaverton, OR 97005

Dear Mr. Raymond:

I am responding to your recent inquiry concerning the possibility of providing left turn signal phases for the Allen Blvd. traffic at ORE 217.

As you are probably aware, there are currently plans to provide a full interchange at this location to replace the need for a traffic signal. It is expected that this job will be under contract by the spring of 1978. This contract calls for the detouring of traffic on Allen Blvd. around the existing crossing location in order to facilitate the construction of the interchange overcrossing. This detouring, of course, will require the resignalization of the new crossing of ORE 217 on Allen Blvd.

At the public hearing for the construction of the interchange, there was some suggestion by the general public to provide left turn phasing for Allen Blvd. traffic until the interchange was completed. At that time we reviewed the intersection to determine the feasibility of providing a traffic signal controller to give this phasing. It was found that this type of improvement would cost approximately $20,000 and that the reported accident record could not verify an accident problem for this movement. It is, however, understood that there is delay and difficulty in making the left turn from Allen Blvd. onto ORE 217. We were unable to come up with the funds needed for such a project and since the contract for replacing the traffic signal with an interchange was quite close, it was difficult to justify the expenditure at that time. Of course, this situation is more true now since contract of the project is very close. There were some adjustments in the signal timing to help clear the left turn from Allen Blvd. as the result of that study.

RECEIVED

Form 81-734-3122

I will be asking those in charge of designing the new traffic signal for the detour on Allen Blvd. to consider the possibility of providing a traffic control device which will handle the left turn movement from Allen Blvd. as well as from the highway.

It is hoped that this explains our position concerning this matter.

Sincerely,

Walter J. Hart
Regional Engineer

RWF/lms
bc: R. L. Schroeder
R. N. Bothman
L. E. George
J. H. Versteeg
W. W. Geibel
R. W. Failmezger

12-14-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

EDERAL AID PROJECT NO. *M-9088(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-55

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

ATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE

FEDERAL ROUTE NUMBER FAU 9088

STATE ROUTE NUMBER City street

ENERAL LOCATION:

"S.W. Main Ave. - S.W. Alice Lane (Beaverton)"

GENERAL DESCRIPTION OF WORK:

Program change.

AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

RELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-22-76 letter, I approve the Project Number Change to M-9088(1) to conform with approved system realignment. *(Old Project M-0050(1) Also, as requested, I concur that the EIS is not limited to the termini of the subject project but includes that portion of the route from Murray Blvd. to the Allen Ave. Interchange of the Beaverton Tigard Highway under the provisions of FHPM 7-7-2.

DATE 12-14-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

PR-1240 STING STOCKS OF FORM PR-1240 (REV. 6-68) BE USED.

9537

PRO 6-2

November 22, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

NAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT S.W. Main Ave.-S.W. Alice Lane Sec.
Item No. M-55
Project No. M-0050(1)
Washington County

We hereby request the following:

(1) Approval of a minor program change on the subject project to change the project number to M-9088(1) and the federal aid route to FAU 9088. This change is necessary to correspond with the approved system realignment and renumbering of urban system routes in the Portland Urban Area.

(2) Concurrence that the Environmental Impact Statement for the subject project is not limited to the termini as programed but includes, in compliance with FHPM 7-7-2, that portion of the route from Murray Blvd. to the Allen Blvd. Interchange on the Beaverton-Tigard Hwy. FAP 79.

CL:ljt

cc: R. N. Bothman (Metro)
D. E. Swan
G. E. Zehner

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1976

Mr. E. R. Corrigon
11237 SE Lexington
Portland, OR 97266

Re: Right Turn Lane
ORE 217 @ Allen Blvd.
City of Beaverton

Dear Mr. Corrigon:

In your recent letter you explained that the traffic back-up on ORE 217 at the intersection of Allen Blvd. occasionally was such that a vehicle wanting to make a right turn sometimes travels in the shoulder area to by-pass this stacked line of cars. In reviewing this location in the field, it was found that the beginning of the right turn area is 350 feet away from the stop line at Allen Blvd. This distance is felt to be sufficient for most of the day. It is realized that occasionally traffic does back up further during the peak periods. It is felt unadvisable to stripe the ten foot shoulder as a right turn lane because of the nature of the highway, the high speeds, and the amount of trucking in the area.

In contrast to this the left turner must wait until he gets within approximately 250 feet of the intersection before he is able to get out of the main stream of traffic into the left turn lane.

You may be aware of the fact that Allen Blvd. is to be reconstructed for an interchange and at such time as this is completed many of these inconveniences will be corrected.

Thank you for this opportunity to share this with you.

Very truly yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Region Traffic Engineer

bc: H. S. Coulter
L. E. George
Walt Hart
Bill Geibel

RECEIVED

Form 81-734-3122

**EUGENE
OREGON**

10-29-76

Oregon State Dept of Highways
Salem Ore

Dear Sir

I wrote last month regarding the state highways. I would like to point out another problem. This involves Hwy 217 northbound turning east onto Allen Blvd. The right hand turn lane should be extended much further southward as only a few cars waiting for the light block the exit to the right turn lane. This makes turning onto the exit impossible when cars are there unless they go over the fog line onto the paved sholder of the highway, which is improper

Thank you
E R Corrigan
11237 SE Lexington
Portland Ore
97266

RECEIVED
STATE HWY ENGR
NOV 4 '76
REFER TO
Region 1
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
NOV 5 1976
BRIDGE SECTION

Holiday Inn®
225 COBURG RD. / EUGENE, OREGON 97401
PHONE 503/342-5181

~~PRO 6-2~~

May 11, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Consultant Engineering Agreement
Project No. M-0050(1)
S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section

We are forwarding for your approval two copies of an agreement with the consultant engineering firm of CH2M Hill for work necessary to perform the Ambient Noise level study on the subject project. This agreement has been approved by the City of Beaverton and the Oregon Transportation Commission.

We further request authorization to proceed with the work by the consultant at an estimated total cost of $1,050 with an obligation of $820 in federal funds.

CL:md

cc: R. Unrein
D. E. Swan

9538

11-

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M[illegible]50(1)

STATE PROJECT NO.: S.W. Main Ave. - S.W. Alice Lane (Beaverton)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-55

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 1 '75
REFER TO Rulien
FOR
Info File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: November 26, 1975

FEDERAL ROUTE NUMBER: FAU-0050

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
City Street - S.W. Allen Blvd. (Beaverton)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* All phases of preliminary engineering up to location/design approval at a total estimated cost of $5,000 - Federal funds $3,900.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 26, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's November 14, 1975 letter you are authorized to proceed with the work as shown above.

DATE: 11-26-75

SIGNATURE OF APPROVING OFFICIAL: CRBurghardt for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 11-26-75

BY (Signature) L. W. Rulien's November 14, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

XXXXX* ITEM NOS. 55 THRU ______

XXXXX ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
55	M-0050(1)	0.58	255,000	198,900	S.W. Main Ave. - S. W. Alice Lane (Beaverton) Washington County State of Oregon.	Preliminary Engineering Right of Way, Grade, Pave and Traffic Signal.

RECEIVED
STATE HWY ENGR
DEC 1 '75
REFER TO
FOR

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE 11-26-75

SIGNATURE AND TITLE C R Burghardt for G. L. Green, Division Administrator

**

* Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

PRO 6-2

November 14, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0050(1)

We are submitting program data for one project Item No. 55, Project No. M-0050(1), "S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering up to P.S. & E. preparation at an estimated cost of $5,000 with Federal funds of $3,900.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously submitted.

Enclosure

CL:md

cc: E. L. Hardt (Region I)

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

November 14, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., S.W. Allen Blvd. (Beaverton) 21 65	**ADT**	PRESENT 14,500	FUTURE 24,600 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., R.O.W., Gr., Pave.,Traffic Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) M- 14 23	NUMBER 0050 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Washington				067
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 0050	(32)	STATE City St.	(36) (37)	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City St., S.W. Allen Blvd. (Beaverton)	0.58	13,000	10,140	1,430	1,430 (City
5					**ROW**			0.58	50,000	39,000	5,500	5,500 (City
5					**CONST** (CODE) Topics		"S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section"	0.58	192,000	149,760	21,120	21,120 (City

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.58	255,000	198,900	28,050	28,050
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (31)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

November 14, 1975

JECT LOCATION (45 typewriter spaces) ty St., S.W. Allen Blvd. (Beaverton)	**ADT**	PRESENT 14,500	FUTURE 24,600	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 55

WORK (35 typewriter r., Pave.,Traffic	NATL. FOREST Signal	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0050	SEQ. NO. (1)	T. Projects Only POST MI. DESIG.	

Urban System

Portland

COUNTY NAME Washington CODE 067

ROUTE NO. U FEDERAL-AID 0050 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City St., S.W. Allen Blvd. (Beaverton)	0.58	13,000	10,140	1,430	1,430 (City)	P.E. all phases, acq. of right-of-way. Gr. Dr. H.T. pave. 46' curbed roadway with 4' sidewalk each side & installation of traffic signal. (Adjustment of utilities required incl. prep. work.) ROW-50' min.; Access control-none; Parking restrictions-complete.
OW			0.58	50,000	39,000	5,500	5,500 (City)	
ONST CODE) Topics		"S.W. Main Ave.-S.W. Alice Lane (Beaverton) Section"	0.58	192,000	149,760	21,120	21,120 (City)	
CL		PROJECT TOTALS	0.58	255,000	198,900	28,050	28,050	

OVAL DATES

REMARKS

-Over_

USCOMM DC 48908-P61

S.W. MAIN AVE.-S.W. ALICE LANE (BEAVERTON) SECTION

PROJECT NO. M-0050(1)

Existing Facility: Variable 34' to 40' curbed roadway with 4' sidewalk each side.

Adjacent Sections:

E. End -- 44-foot paved curbed roadway.
W. End -- 34-foot paved curbed roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Right-of-Way acquisition all phases including possible relocation of one family.

(3) Construction consisting of grade, drain, high-type pavement, curbs and sidewalk for basic 46-foot roadway to accomodate four 11-foot travel lanes with additional widening at the intersection of S.W. Allen Blvd. and S.W. Hall Blvd. and at Lombard Ave. to provide left turn lanes and installation of a traffic signal at the intersection of S.W. Allen Blvd. & Lombard Ave. Adjustment of utilities required including preparatory work.

NOTE: Portions of the preliminary engineering will be accomplished by City of Beaverton forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Opportunity for a hearing will be offered and held if requested.

(b) Location/Design -- Approval will be requested under separate action.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated October 8, 1975 and October 15, 1975 respectively.

FHPM 7-7-2 Requirements: Major action proje environmental impact statement concurred i 26, 1975.

Data for PR-37:

Preliminary engineering Field Work
P.S. & E. Preparation
Total

Relocation of one family: Moving costs $50 housing $3,000.

Type Code 6201	$152,000
Type Code Y031	40,000

NOTE: This project is in Congressional Dis

AIN AVE.-S.W. ALICE LANE (BEAVERTON) SECTION

PROJECT NO. M-0050(1)

riable 34' to 40' curbed roadway with 4' sidewalk each side.

-foot paved curbed roadway.
-foot paved curbed roadway.

ler this project consists of the following:

ary engineering all phases.

-Way acquisition all phases including possible relocation
amily.

tion consisting of grade, drain, high-type pavement, curbs
walk for basic 46-foot roadway to accomodate four 11-foot
anes with additional widening at the intersection of S.W.
vd. and S.W. Hall Blvd. and at Lombard Ave. to provide left
es and installation of a traffic signal at the intersection
Allen Blvd. & Lombard Ave. Adjustment of utilities required
g preparatory work.

ns of the preliminary engineering will be accomplished by
Beaverton forces with review and contracting by State forces.

, Railroads, Water Developments, Historical and Recreational

:

earings -- Opportunity for a hearing will be offered and held
sted.

/Design -- Approval will be requested under separate action.

State Clearinghouse and District 2 Clearinghouse A-95 review
ted October 8, 1975 and October 15, 1975 respectively.

FHPM 7-7-2 Requirements: Major action project requiring an environmental impact statement concurred in by FHWA on August 26, 1975.

Data for PR-37:

Preliminary engineering	Field Work	$ 5,000
	P.S. & E. Preparation	8,000
	Total	$13,000

Relocation of one family: Moving costs $500 & replacement housing $3,000.

Type Code 6201	$152,000
Type Code Y031	40,000

NOTE: This project is in Congressional District No. 1.

9338

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: S.W. Main Blvd.-S.W. Alice Lane

DATE: October 8, 1975

The state has reviewed your project and reached the following conclusions:

☒ XXX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/13/75
cc: G.L.Green, FHWA
✓F.B.Klaboe
Victor Wolfe
J.B.Boyd
R.E.Royer
J.H.Versteeg
Gary Potter
G.H.Hopkins, County/City
B.L.Gifford
D.E.Swan
E.L.Hardt, Region 1
W.W.Geibel, Region 2a
W.D.Albright
Aeronautics Div.
R.E.Etherington, CRAG

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7509 2 520

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENG
OCT 13 '75
REFER TO
FOR
Info

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 9 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

September 9, 1975

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association
of Governments
527 S.W. Hall Street
University Center Building
Portland, OR 97201

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. District No. 2
S.W. Main Blvd.-S.W. Alice Lane Sect.
City of Beaverton
Washington County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 20, 1975.

BLG:ljt
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
E. L. Hardt, Region 1
W. W. Geibel, Dist. 2a
W. D. Albright
Aeronautics Division
R. E. Etherington, CRAG

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only 1-8] PNRS #

02 12] APPLICANT [45: State Highway Division
46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S.W. Main Blvd. - S.W. Alice Lane District 2

11 12] PROJECT LOCATION—CITY: S.W. Allen Blvd., Beaverton
PROJECT LOCATION—COUNTY: Washington
PROJECT LOCATION [79: SEC: -- T: 1 S R: 1 W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading; paving and incidental work to increase the capacity of S.W. Allen [71

07 12] Blvd. By providing a four-lane facility without parking. [71

08 12] (See attached environmental assessment for more information) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
167,700	--	23,650	23,650	--	215,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) **HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?**
Yes ☒ 29 No ☐ 30 Date: Sept. 9, 1975

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☒ 35 No ☐ 36

(G) **ESTIMATED APPLICATION FILING DATE:**
41] MONTH [42: October
43] DAY [44: 20
45] YEAR [46: 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/9/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

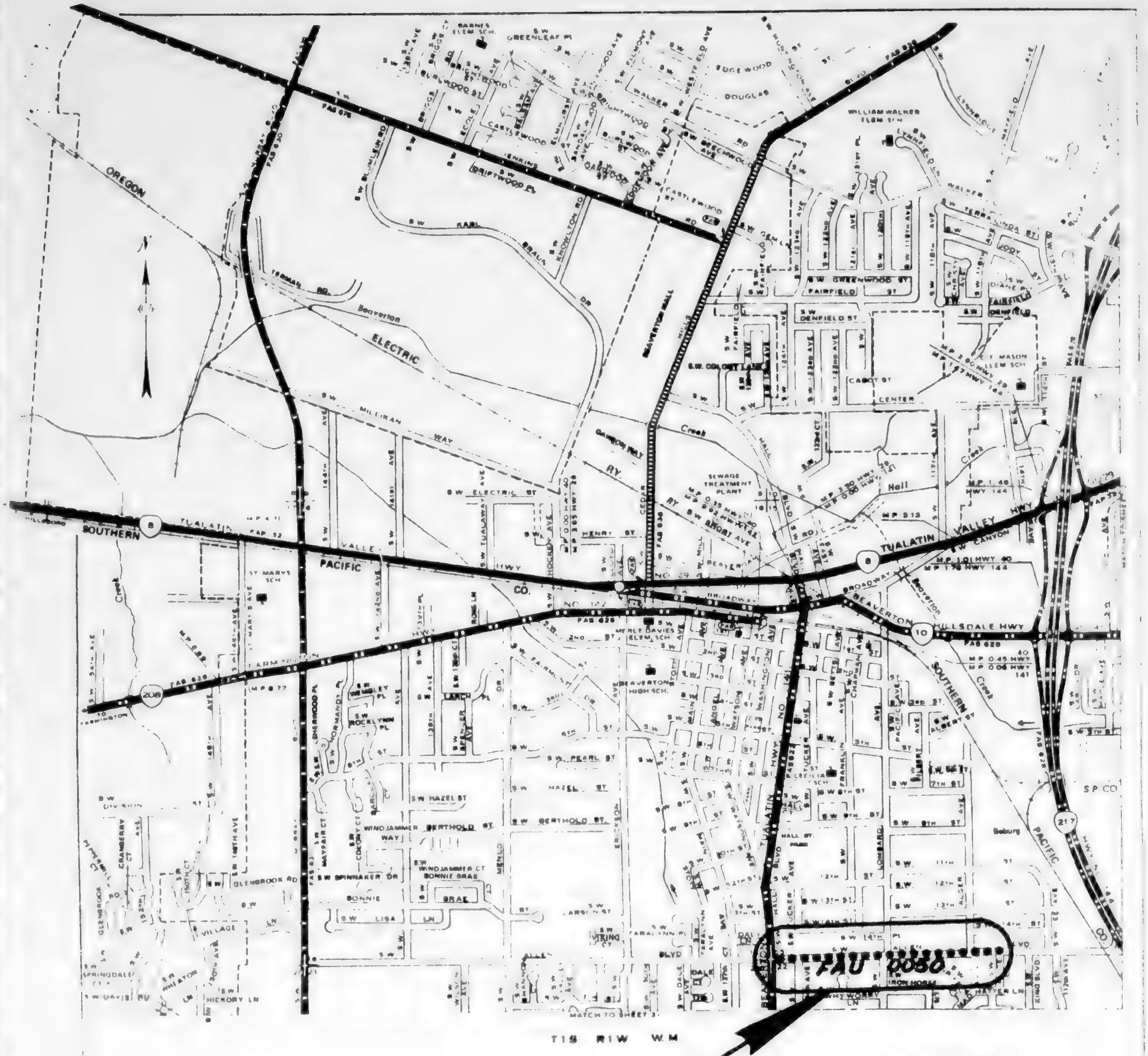
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 2 project of major significant environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division in response to an Urban System improvement requested by the City of Beaverton.

Public hearings will be offered.



FAU 0050
TUALATIN VALLEY HWY
BEAVERTON HILLSDALE HWY
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.
BEAVERTON HIGH SCH.
SEWAGE TREATMENT PLANT
217
208
8
10
T1S R1W W.M.
MATCH TO SHEET 3

BEAVERTON
WASHINGTON COUNTY OREGON

Scale in Feet

PROPOSED F. A. URBAN
SYSTEM PROJECT

City of Beaverton

FORM 81 734 30 10

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 3, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
S.W. Main Blvd.-S.W. Alice Lane
S.W. Allen Blvd.
Washington County

Attached for your information is an assessment, concurrred in by the FHWA.

Project Management classifies this section as a Category 2 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dc
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4) ✓
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1
District 2A

RECEIVED
STATE HWY ENGR
SEP 3 '75
REFER TO
FOR
Info | Inver | R.O | D.R | Sign | A.t | File

APPROVED
ESH
S. Hunter
Date 9-4-75

✓

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 29, 1975

A. PROJECT IDENTIFICATION

Name of Project SW Main Blvd. - SW Alice Lane (Section) M-0050 (-)

Location of Project SW Allen Blvd. (Highway Name) FAU 0050 (Highway No., US - ORE)

Beaverton (City) Washington (County) I (Region)

Program FAU (Funding) $215,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To increase the capacity of SW Allen Blvd. by increasing the existing facility from two 20 foot lanes without parking to four 11 foot lanes without parking.

Origin and History: Traffic volumes on Allen Blvd. are rising rapidly, particularly since the opening of Hwy. 217 through to the Sunset Highway. These volumes appear to justify a 4-lane section

C. DESCRIPTION OF PROJECT

Length 3073'

Termini Western terminus S.W. Main, Eastern terminus S.W. Alice.

Alignment ☐ New ☒ Existing ☐ Combined

3

major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Variable width 0'-14', depending on location. 0.35 acres total.

Typical Section 55' Right-of-Way, 46' pavement, 4' S.W. each side, maximum 64' right-of-way at intersections where left-turn bays are provided.

Structures None

Characteristics (ADT) 12,800 direction split 50-50 peak hour 1090 (5-6 p.m.) all figures, 1974.

Other General Information (or Supplemental information to items) Signalization of existing 4-way stop at Allen & Lombard.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None - proposal emphasizes use of existing right-of-way while minimizing direct impacts on improvements where additional right-of-way is required. A "no-build" alternative would continue present congestion, though it might also discourage the addition of new traffic generators on the route.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type Corr/Design Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Level land

Trees - a few ornamental trees in parking strip.

Soils - clays

No significant watercourses.

All drainage by storm sewer.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Urbanized - apartments, commercial, single family residences

Utilities - power lines, telephone, water, sewer

Noise - noise measurements taken at a residence on Allen Blvd. west of the subject project (April 75) gave L_{10} readings of 75 dBA outdoors (15 feet from house and 10 feet from curb) and 54 dBA indoors (in living room facing Allen Blvd.). These readings are in excess of FHWA standards. It is possible that reduced congestion would reduce the per vehicle noise, but traffic generation would tend to cancel this benefit. Air quality is being affected by heavy volumes of congested traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   0'-14' variable width, depending upon location. Total required = 0.35 acres.

   Consequences:

   Possible taking of single family residence at 12555 SW Allen (north side, west of Hall)

2. Estimated Changes in Traffic Patterns:

   Upgrading Allen Avenue may increase its use as a bypass of downtown Beaverton for traffic between the T.V. Hwy. and Hwy. 217, via Allen and Murray.

   Consequences:

   Increased traffic volumes on Allen & Murray.

3. Estimated Changes in Land Use:

   Conversion of some frontage to highway and sidewalk uses. Decreased desireability of frontage on Allen Avenue for residential use, due to noise and traffic.

   Consequences:

   Pressure to increase heavier land uses such as multiple-family dwellings and commercial on Allen Avenue.

4. Expected Adverse Effects on Natural Ecological Resources:

   No significant direct effects.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Noise and traffic impacts on residential area.

   Consequences:

   Reduced desireability as residential area along Allen Blvd.

6. Preliminary Identification of Areas of Critical Environmental Concern:

- Noise
- Traffic generation

7. Potential for Controversial Issues:

Increase in noise and truck traffic.
Taking of residential frontages, bringing travel lanes closer to dwellings.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist		X	
Water Quality Spec.	X		
Acoustical Engineer			X
Air Quality Engineer			X
Cultural Geographer		X	
Urban Planner			X
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☒ Category 2 ☐ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☐ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☒ Draft EIS

☒ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_______________________

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 26, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project M-0050(-)
SW Main Blvd-SW Alice Lane
SW Allen Blvd.
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER
cc Rulien

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The project environmental assessment for the subject project submitted with Mr. Rulien's August 5 letter has been reviewed. This office concurs with your finding that the proposed project constitutes a MAJOR action and that an Environment Impact Statement is required.

William H. Kappus
for G. L. Green

cc:

OSHD (G. Potter)
OSHD (C. Laux)
OSHD (G. Kaiser) (Metro)

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
Schroeder
FOR
Inf Act File

NOTED
R. L. SCHROEDER

95-1

July 9, 1975

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Marda J. May
Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5373

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the S. W. Hall Boulevard-S. W. Alice Lane (Beaverton) Section of S. W. Allen Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

73-58

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 25, 1975

1184 J

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT F. A. Urban System Project Requests

Three requests for approval of Urabn System projects will be presented for your consideration at the March 31 meeting.

The City of Beaverton is requesting a project to widen a 0.52-mile section of Allen Boulevard.

Urban System funds are being requested by Medford to complete a TOPICS project on Barnett Road that was approved by the Commission on February 19, 1974.

The Highway Division is requesting a project to widen a 0.17-mile portion of the Oakland-Shady Highway and will provide all the match funds for the project.

Federal Urban System funds for these projects are estimated at $315,900, with the State providing approximately $59,400 in match funds and approximately $29,700 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.
Jack Graham

Gary Sund

GEZ:ljt dpy

CITY OF BEAVERTON
Proposed Urban System Project

S. W. Hall Boulevard-S. W. Alice Lane (Beaverton) Section
S. W. Allen Boulevard, FAU 0050
Grading and paving; 0.52 mile; $215,000

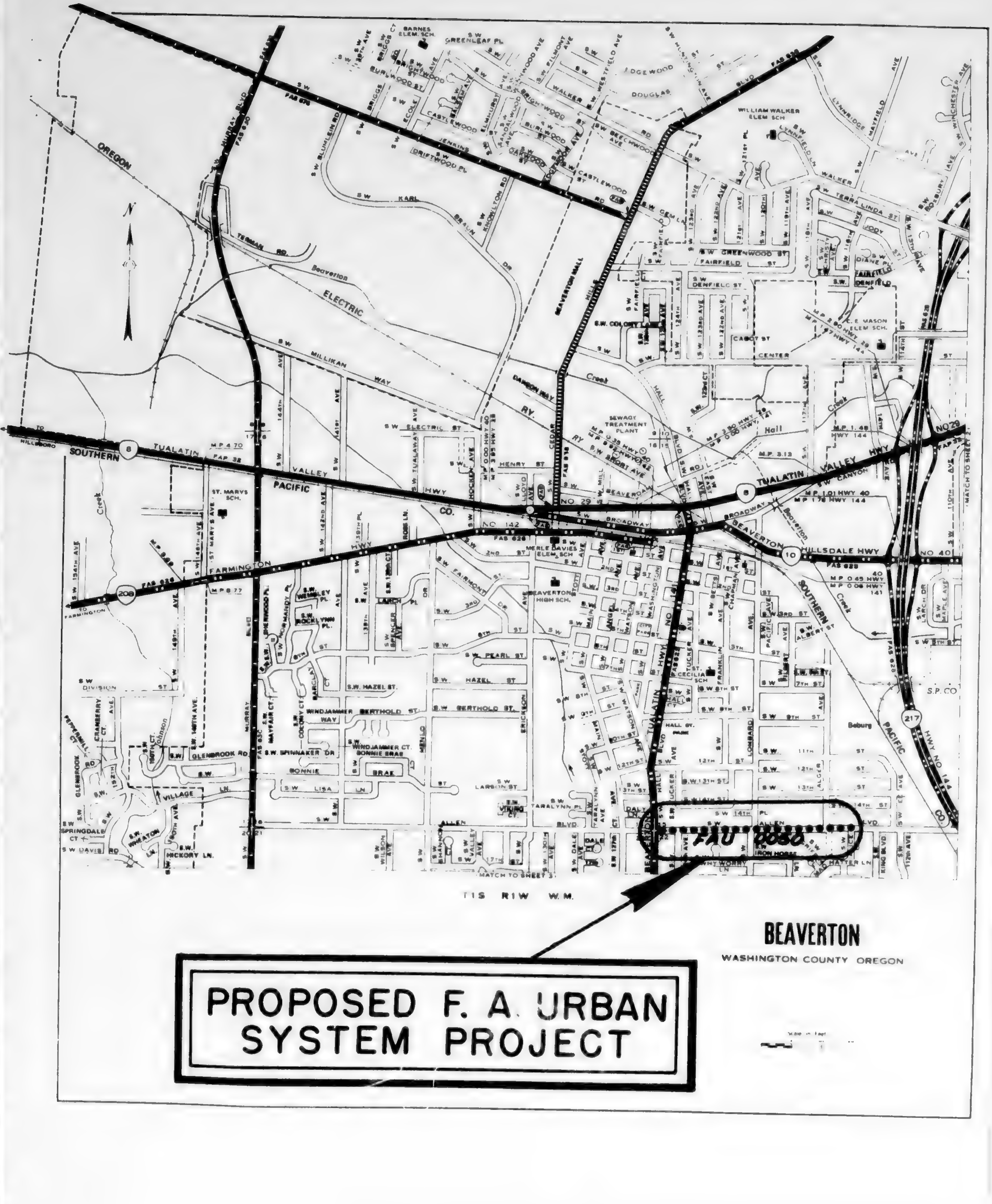
This project entails all the necessary work and costs to widen Allen Boulevard to a 46-foot wide curbed street section with necessary left-turn lanes.

Perform all necessary engineering.

Acquire necessary right-of-way.

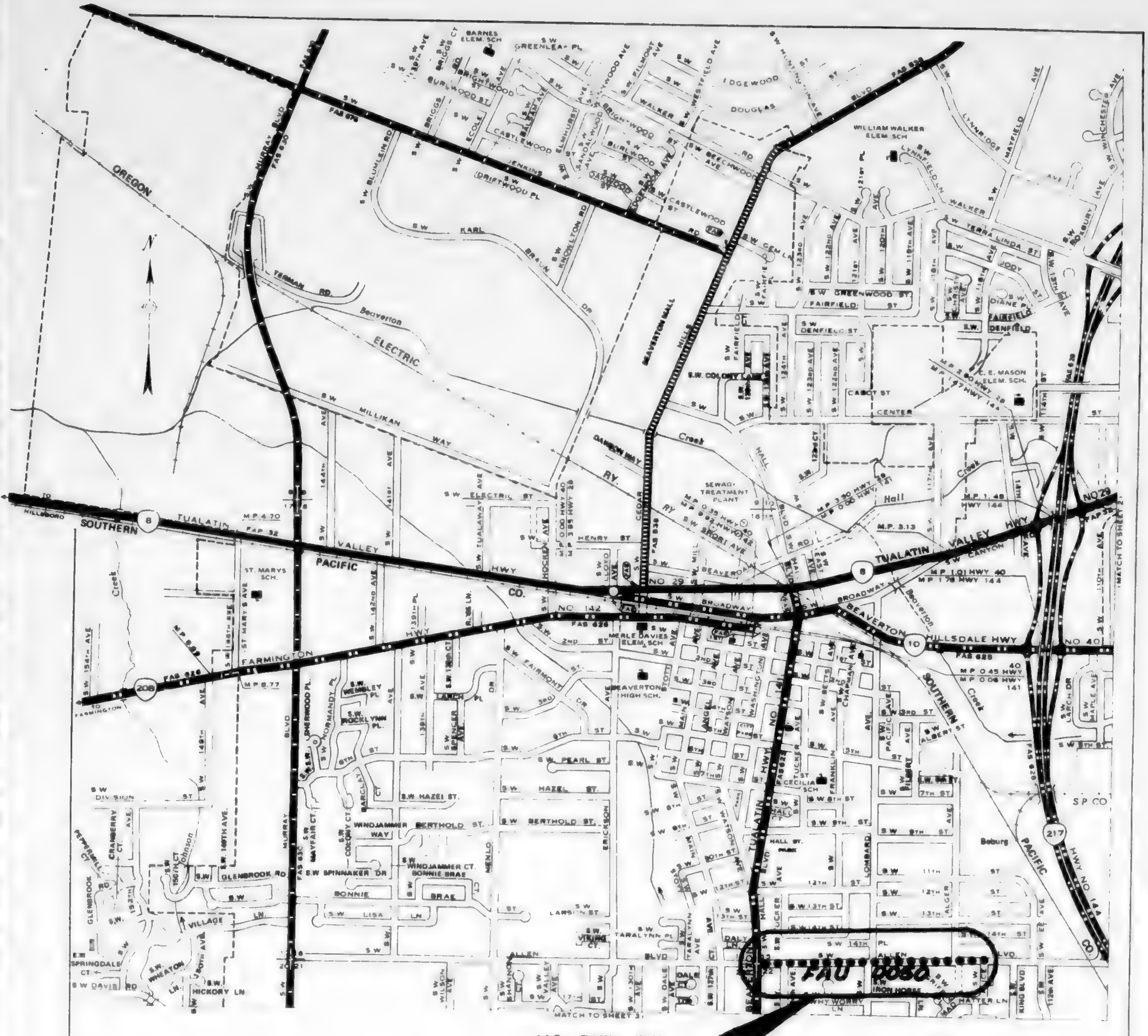
Provide sidewalk/bikeways.

75-c
3/18/75



OREGON
ELECTRIC RY
SOUTHERN PACIFIC CO.
TUALATIN VALLEY HWY NO 29
FARMINGTON
BEAVERTON-HILLSDALE HWY NO 40
BEAVERTON HIGH SCH.
MERLE DAVIES ELEM. SCH.
ST. MARYS SCH.
WILLIAM WALKER ELEM SCH
C. E. MASON ELEM. SCH.
SEWAGE TREATMENT PLANT
217
HWY NO 144
FAU 0050
MATCH TO SHEET 3
T1S R1W W.M.
BEAVERTON
WASHINGTON COUNTY OREGON
Scale in Feet

PROPOSED F. A. URBAN
SYSTEM PROJECT


FAU 0080
TUALATIN VALLEY HWY
SOUTHERN PACIFIC CO.
FARMINGTON HWY
BEAVERTON HILLSDALE HWY
OREGON ELECTRIC RY.
MURRAY BLVD
CEDAR HILLS BLVD
SW ALLEN BLVD
SW DENNEY
SW MILLIKAN WAY
N
T1S R1W W.M.
MATCH TO SHEET 3

BEAVERTON

WASHINGTON COUNTY OREGON

PROPOSED F. A URBAN SYSTEM PROJECT

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

September 16, 1974
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: CRAG Transportation Committee Meeting of 9/13/74

TO: MEMO TO THE FILES

9.34

The following items were discussed, relative to the OSHD.

The election of a vice chairman was tabled pending re-organization of the committee. Dirker announced that he would be replaced shortly by Ernie Bonner, as the City's representative on the committee. Also of interest is indication from George Palmer that he will replace Dave Hupp on the committee. Dave is preparing for the next legislative session on behalf of the County.

21-4

Some discussion persuant to the status of McLoughlin Boulevard, with an indication that the project had been stopped. Royer advised that the A-95 had been withdrawn on behalf of OSHD.

21-6

The City of Beaverton requested approval of an improvement of Allen Avenue, asking that the original request for a $48,000 project had now escalated to a $200,000 project. Dave Hupp recommended that only P.E. be authorized. The committee voted in favor, with one exception, Hupp's vote in opposition, to approval of the $200,000 project, under the Federal Aid Urban System.

7-1

The State bond projects were referred back to the Transportation Committee's sub-committee, to prioritize a bond program for CRAG to meet the requirements of OSHD, to hold hearings in the various areas of CRAG on the priority listing.

ebg

Copy To Potter
9-23-74

cc Klaboe
Schroeder
Hunter
Coulter
Rulien
Spense

RECEIVED
[illegible]

NOTED
R. L. SCHROEDER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE ~~January 21, 1974~~

TO H. S. Cox, County-City Engineer
Attention: Richard Unrein

FROM ORIGINAL SIGNED BY
R.E. ROYER
Robert E. Royer
Planning Engineer

SUBJECT

SW Allen Avenue (FAUS 1012)
City of Beaverton

The following is in response to your request to evaluate the capacity improvement of the subject proposed project submitted by the City of Beaverton. Our analysis includes evaluation of existing conditions and the improvement in level of service of widening Allen Boulevard to 44 feet with four 11-foot lanes.

The two critical intersections on Allen Boulevard are at Lombard Avenue and Hall Boulevard. These two intersections control the level of service for the overall project section.

Existing Conditions: (Figure I)

Allen Boulevard is currently operating as a two-lane facility with a left-turn refuge at Hall Boulevard. Traffic is controlled by a signal at Hall Boulevard and a four-way stop at Lombard Avenue. The PM peak-hour traffic demand results in service level "E" operation at both intersections. Level of service "E" reflects unstable flow with queues of vehicles waiting upstream of an intersection. The signal at Hall Boulevard usually delays vehicles more than one cycle to clear the intersection.

Proposed Four-Lane Project: (Figure II)

If the four-way stop is retained at Lombard Avenue, the existing PM level of service will be improved to service level "C" with deterioration to level "E" expected by 1993. The level of service could be improved to "D" by fully utilizing available street width on Lombard Avenue and providing separate left-turn lanes as it approaches Allen Boulevard. Further improvement to service level "C" would occur by signalizing the intersection.

2-25-74
Unrein

These criteria would approx jbs [illegible]
1- [illegible] - if at all poss.
2- [illegible]
3- [illegible] Lombard.

NOTED
R. L. SCHROEDER
2-25-74

RECEIVED
JAN 2? 1974
Office of
Assistant State Highway Engineer

Returned to Unrein

The intersection at Hall Boulevard would receive very little improvement to the existing "E" service level. Traffic approaching this intersection on Allen Boulevard would perform as it does under existing conditions as no additional lanes are to be provided on the other legs of the intersection.

Summary:

The level of service at Lombard Avenue will be improved to service level "C" with the widening of Allen Boulevard. The four-way stop may be initially retained, but signalization will be desirable by 1993.

Widening Allen Boulevard east of Hall Boulevard without increasing the number of lanes on other legs of the intersection will not materially improve the level of service at Hall and Allen. Effective long-term improvement in service level will require additional lanes on all four legs of the intersection.

JH:ap
cc: R. L. Schroeder

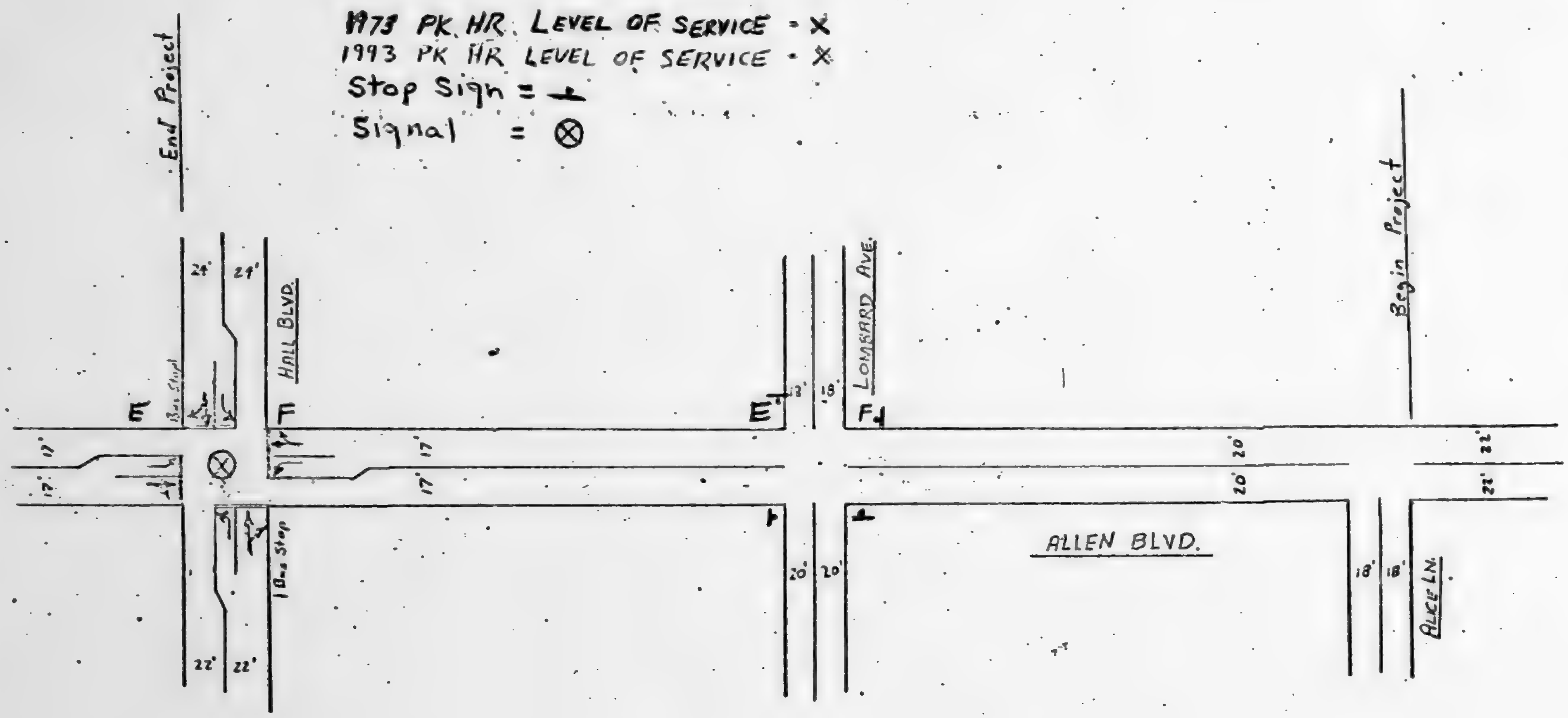

1973 PK. HR. LEVEL OF SERVICE = X
1993 PK HR LEVEL OF SERVICE = X
Stop Sign = ⊥
Signal = ⊗
End Project
Begin Project
HALL BLVD.
LOMBARD AVE.
ALLEN BLVD.
ALICE LN.
Bus Stop
1 Bus Stop
E
F
E
F
24'
24'
22'
22'
17'
17'
17'
17'
13'
18'
20'
20'
20'
20'
18'
18'
22'
22'

FIGURE I

EXISTING CONDITIONS
FAUS ROUTE (FAUS 1012)

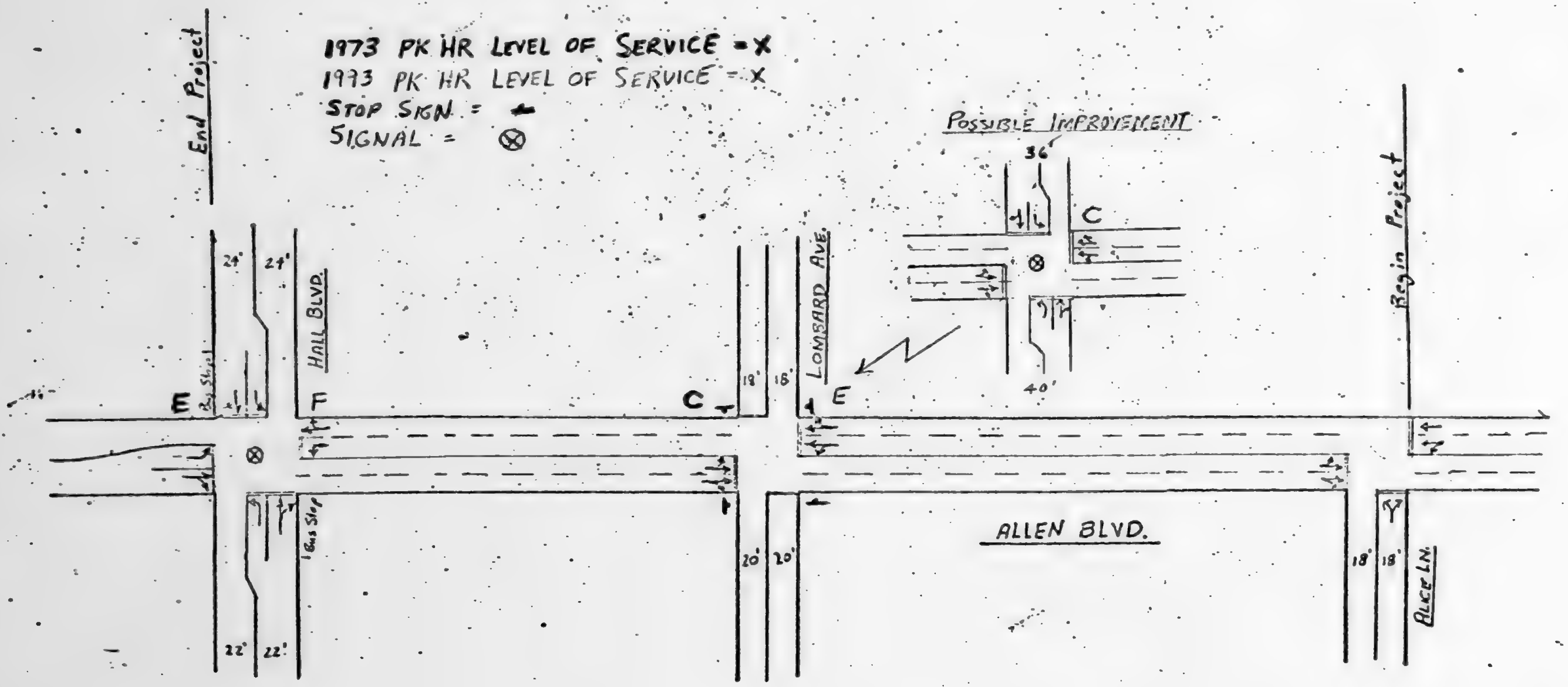

1973 PK HR LEVEL OF SERVICE = X
1993 PK HR LEVEL OF SERVICE = X
STOP SIGN = ←
SIGNAL = ⊗
End Project
E
Bus Stop
24'
24'
HALL BLVD.
F
22'
22'
Bus Stop
C
18'
18'
LOMBARD AVE.
E
20'
20'
POSSIBLE IMPROVEMENT
36'
C
40'
Begin Project
ALLEN BLVD.
18'
18'
ALICE LN.

FIGURE II

PROPOSED 4 LANES
FAUS ROUTE (FAUS 1012)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 13, 1973

SUBJECT: FAUS Project Request
S.W. Allen Blvd. (FAUS 1012)
City of Beaverton

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached is a FAUS project request from the City of Beaverton. The request is for a widening project on a one-half mile length of S.W. Allen Blvd. from Hall Blvd. to Alice Lane. The existing two-lane roadway is a 34'-40' curbed section. The City reports the present ADT is 14,150. This section of Allen Blvd. is highly developed and acquiring additional right-of-way is questionable.

The City of Beaverton proposes to construct a 44' curbed section with four travel lanes. This office questions the marginal typical section and their estimated cost of $60,000. It would also appear that a traffic signal may be required at Lombard Avenue.

Would you please review this request and determine if the proposed 44-foot curbed section is acceptable for Federal Aid funding.

H. S. Cox
County and City Engineer

By

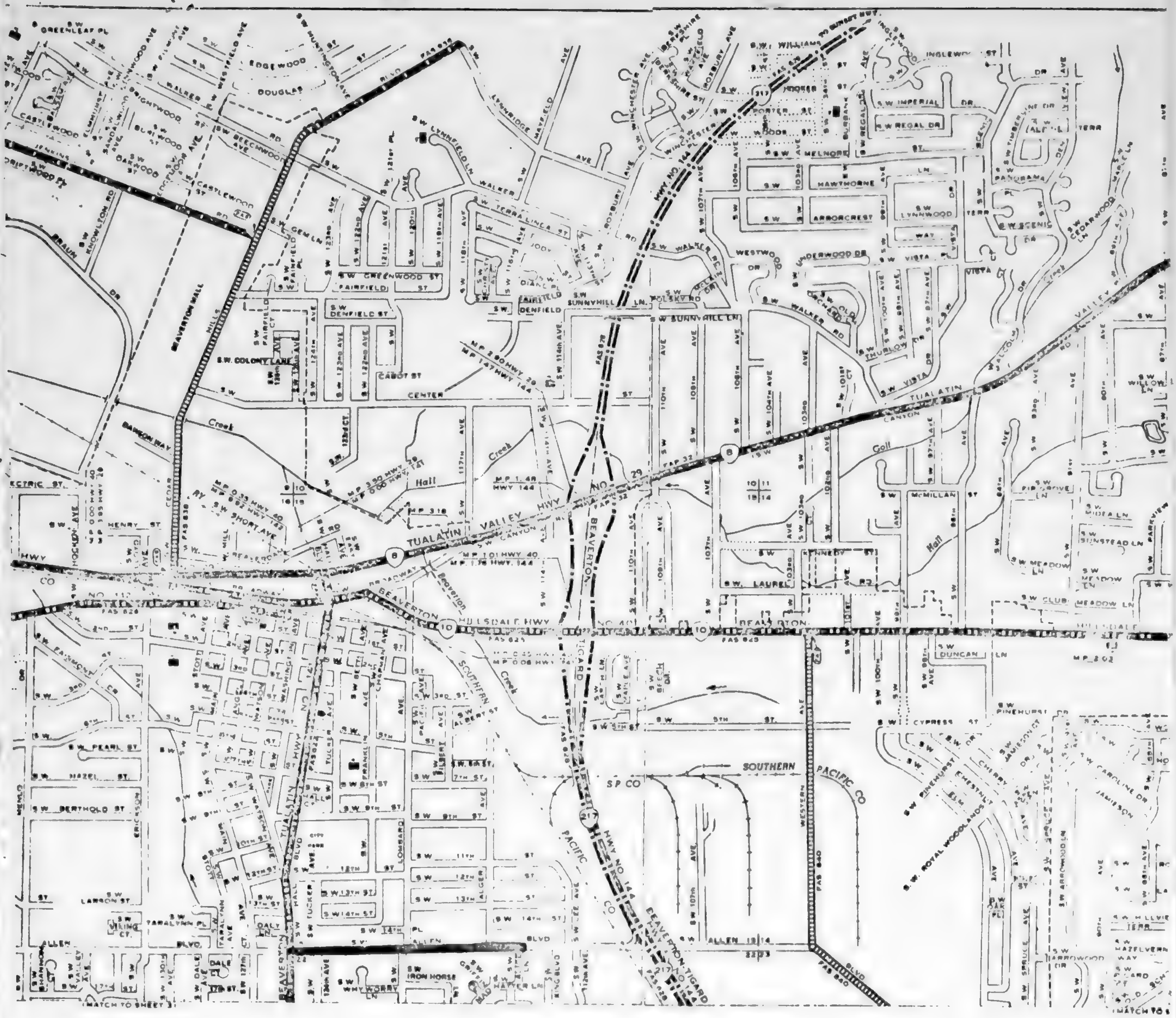
Richard Unrein

Richard Unrein
Urban Engineer

RU:ljt

Att.

NOTED
ROBERT E. ROYER


TUALATIN VALLEY HWY
BEAVERTON HILLSDALE HWY
BEAVERTON TIGARD HWY
SOUTHERN PACIFIC CO
S P CO
CANYON RD
BROADWAY
Beaverton Creek
Hall Creek
Golf Creek
Fanno Creek
BEAVERTON HILLS
MATCH TO SHEET 3

T1S R1W W.M.

T1S R1W

BEAVERTON

WASHINGTON COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 16,350

Scale in Feet

Revised January 1970

SHEET ARRANGEMENT

1	2
3	4

SHEET 1 OF 4 SHEETS

LEGEND

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	■	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
---	CITY LIMITS	L	LIBRARY

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

LEGEND

INTERSTA
U.S. NUMB
STATE NU
POST OFF
SCHOOL
CITY CEN
R.R. DEPO
CITY LIM

7537

Fed. Aid
Urban Sys.

September 13, 1972

FAUC-10-12

Mr. Wilson Hulley
Administrative Assistant
Education Interim Committee
311 State Capitol
Salem, Oregon 97310

Dear Wilson:

Southwest Allen Avenue in Beaverton has recently been changed in designation from a Federal Aid Type II System to a new category, Federal Aid Urban System. This is a higher priority than Federal Aid Type II. Beaverton recently obtained application forms to apply for this new aid.

Because it has only been a few weeks since this application was started, we cannot give you any facts or figures on the funds that will be assigned to the widening of S.W. Allen Avenue or when the project may be started. This application form must go through the Columbia Region Association of Governments as the funds for the Federal Aid Urban System have been lumped together and put in their hands. Perhaps your best bet would be to contact the City of Beaverton for their comments.

If I can be of any further help, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
Gary L. Ross

GLR:kw

SEN. VICTOR ATIYEH
CHAIRMAN
REP. CARROLL HOWE
VICE CHAIRMAN

EDUCATION INTERIM COMMITTEE
311 STATE CAPITOL
SALEM, OREGON 97310
378-8176

MEMBERS:
SEN. JASON BOE
SEN. WALLACE CARSON
SEN. RICHARD GROENER
SEN. TOM HARTUNG
REP. HOWARD CHERRY
REP. FRED HEARD
REP. ROBERT INGALLS
REP. MARY RIEKE
REP. LEO THORNTON
PUBLIC MEMBERS:
JIM SULLIVAN
DAVID M. GREEN
STAFF:
WILSON HULLEY, ADM. ASST.
GLENNA HAYDEN, COM. CLERK

September 7, 1972

Mr. George Baldwin, Adm.
HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

Dear George:

We understand that the Highway Division has included S.W. Allen Avenue in Beaverton as falling under the Federal Aide Type II System.

I guess that means that money is now available to improve this particular stretch of residential street which carries between 12 and 14 thousand cars a day.

Could you possibly give us some indication of how much funds will be assigned to widening S.W. Allen Avenue, and when this project might be started?

Thank you very much, and I look for your reply.

Sincerely,

Wilson

Wilson Hulley,
Administrative Asst.

WH/gh

RECEIVED
SEP 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

#2

9538

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
L. E. George
L. W. Rulien
H. S. Coulter

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1972

Mr. Robert C. Blensly
Transportation Director
Columbia Region Assoc. of Governments
6400 Canyon Court
Portland, Oregon 97221

Dear Mr. Blensly:

The Federal Highway Administration on July 31, 1972 approved the addition of Federal Aid Urban System route number 1012 (Allen Blvd.) and the revised alignment of FAUS 5002 (Multnomah Blvd. Ext.) as requested in your letter of June 7, 1972.

Attached is a revised table of FAUS routes in the Portland urbanized area. We will furnish you copies of the revised Portland Urban Area Maps as soon as they are printed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for
H. S. Cox
County and City Engineer

RU:ljt
Att.

cc: City of Beaverton
Attn: T. L. Martin
Washington County Board of Commissioners
Attn: Ken Meng

[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND, OREGON
FEDERAL AID URBAN SYSTEM

	FAU ROUTE NUMBER	NAME	TERMINI	LENGTH-MILES
1.	5021	Whitaker Freeway	Carey Expressway (FAU 1153) to Pacific Hwy. East (FAP 26)	2.9
2.	1153	Carey Expressway	Basin Avenue Ext. (FAU 1123) to Whitaker Fwy. (FAU 5021)	1.5
3.	1123	Basin Avenue Ext.-Going St. Expressway	N.E. Portland Hwy. (FAP 1 Loop) Rose City Fwy. (FAU 2029)	6.1
4.	2029	Rose City Fwy.	FAI-5 to FAI-205	5.8
5.	1145-5017-1136-5026	Lovejoy-Marshall; Broadway-Weidler; Halsey	Cornell Road (FAS 635) to 102nd Avenue (FAS 951)	6.7
6.	1113-1114-5022	Burnside-Stark-Washington	Sandy Blvd. Hwy. (FAP 1) to 257th Avenue (FAS 954)	13.2
7.	5014-1129	Hawthorne-Madison	Pacific Hwy. West (FAP 9) to 20th Avenue (FAU 5018)	1.4
8.	5012-1081	Powell Blvd.	Pacific Hwy. West (FAP 9) to 182nd Avenue (FAU 1092)	10.3
9.	1012-5002-5007	Multnomah-Johnson Creek Fwy.	Murray Blvd. (FAS 630) to FAI-205	12.7
10.	5009	Boones Ferry Road	Country Club Road (FAS 680) to Johnson Creek Fwy. (FAU 5007)	3.8
11.	7277	23rd Avenue	FAI-505 to Front Avenue (FAU 1173)	0.6
12.	1173	Front Avenue	Columbia River Hwy. (FAP 1) to Pacific Hwy. West (FAP 9)	6.1
13.	5018	20th Avenue Expressway	Pacific Hwy. East (FAP 26) to Broadway (FAU 5017)	4.0
14.	1073	Foster Road	Powell Blvd. (FAU 1081) to Jenne Road (urbanized boundary)	6.4
15.	1569-5029-1102	33rd-39th Avenue	Clackamas Hwy. (FAS 129) to Columbia Blvd. (FAS 940)	9.4
16.	1017-1018-1038-1037-1006-1172-1147	Kerr Road-Capitol Hwy.-Scholls Ferry Road-W. Burnside (Sylvania Blvd.)	Boones Ferry Road (FAU 5009) to 19th Avenue (FAP 1)	12.0
17.	1143	Walker Road	Murray Road (FAS 630) to Tualatin Valley Hwy. (FAP 32)	2.7
18.	1092-1179	182nd Avenue	Mt. Hood Fwy. (FAP 24) to Halsey St. (FAS 730)	3.4

1982 Ptld. WCL-N. Oswego 9539
Ave. Sec. of N. Col. Blvd. (Gr.
Pav., Struc., Illum., Lndscp.) #2

C4A 5446 4-1-80, 4-14-80
RR 1106 10/12/82

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPOR

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/3/86	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-9956(12)
COMPLETION DATE (Actual) 6/15/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/2/86	TIME ELAPSED 150 %	CONTRACT TIME 425 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND WEST CITY LIMITS - NORTH OSWEGO AVENUE
FAU 9956 (NORTH COLUMBIA BLVD.)
Grading, Paving, Structure, Illumination & Landscaping

This project provides for the widening of the existing 2 lane roadway to a 4 lane roadway with intermittent left turn bays. The completed section is 4 paved lanes, curbed, with a sidewalk on one side.

The contract was awarded to Cascade Construction Company, Inc. on August 31, 1982. Work started September 15, 1982 and was completed June 15, 1984. A contract time extension of 141 days was granted; 61 days due to work performed under Price Agreements and Extra Work Orders and 80 days due to unusually inclement weather conditions. Since 640 calendar days were used, the remaining 74 days liquidated damages were charged to the contractor.

A final inspection of the completed work was made 8/8/84 with Dave Hill, City of Portland and Chuck Lobaugh, Marion Craft and Merle Anderson, OSHD. Final project cost overran the original authorization by 3%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
DEC 10 '86
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Lawrence M Heil	SIGNATURE G.K. [illegible]
TITLE Assistant Area Engineer	TITLE District Engineer A
DATE 12-8-86	DATE 12/9/86

FORM FHWA 1446B (Rev. 7-84) PREVIOUS EDITIONS MAY BE USED.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 11-43	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9956(2)
MODIFICATION NUMBER 86		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14 , 19 82 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,415,642.00	$ 3,452,218.00
Federal funds	$ 2,742,935.00 103,719.00	$ 2,774,025.00 (580) 103,719.00 (178)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______ , 19 __

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 16, 1986

Federal-Aid Project No. IX-9956(12)

Portland WCL - N. Oswego Ave. Section
North Columbia Blvd.
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 20+25 to Sta. 65+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class B Asphalt Concrete Mixture	$15.24	7,500	$114,300.00	9,900	$150,876.00	
			$114,300.00		$150,876.00	
					Increase	$ 36,576.00
		Subtotal of Estimate as on August 6, 1986				1,850,813.10
					Subtotal	$1,887,389.10
					Engineering	277,000.90
					Total	$2,164,390.00

Type Code X120
Structure, Bridge No. 16385 (Sta. 341+44 to Sta. 36+95)

Subtotal as on Estimate of June 12, 1985	$1,141,619.00
Engineering	146,209.00
TOTAL	$1,287,828.00

Length of Roadway -------------------- 0.800 mi.
Length of Structure ------------------ 0.048 mi.
TOTAL 0.848 mi.

Cost of Roadway Per Mile ------------ $2,705,487.50

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	OSR&N*	Federal Funds	State Funds	Other Funds
Roadway	580	$2,058,649.00	$ 2,430.00	$1,747,786.00	$185,060.00	$123,373.00
Roadway	178	105,741.00	64.00	89,825.00	9,511.00	6,341.00
Structure	580	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
Structure	178	16,944.00	597.00	13,894.00	1,472.00	981.00
TOTAL		$3,452,218.00	$66,635.00	$2,877,744.00	$304,703.00	$203,136.00

*Oregon-Washington Railroad & Navigation Company

Group 1 = 98%; Group 8 = 2%
Contract No. 9539
Prefix: 326-1965
Prefix: C09539

Nonparticipating City Work

12-inch Water Main		(54%)	All Required	$18,270.90
Furnish & Installing Mailbox Posts	2	Each	100.00	200.00
				$18,470.90

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-80
PROJECT REPORT NUMBER
MODIFICATION NUMBER 15

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon
County Multnomah
Project Number IX-9956(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,404,642.00	$ 3,415,642.00
Federal funds	$ 2,742,935.00 94,369.00	$ 2,742,935.00 (580) 103,719.00 (178)
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 6, 1986

Federal-Aid Project No. IX-9956(12)

Portland W.C.L. - N. Oswego Avenue Section
North Columbia Blvd.
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 20+25 to Sta. 65+00)

Subtotal of Estimate as on June 12, 1985	$1,850,813.10
Engineering	277,000.90
Total	$2,127,814.00

Type Code X120
Structure, Bridge No. 16385 (Sta. 341+44 to Sta. 36+95)

Subtotal as on Estimate of June 12, 1985	$1,141,619.00
Engineering	146,209.00
Total	$1,287,828.00

Length of Roadway -------------------- 0.800 mi.
Length of Structure ------------------ 0.048 mi.
Total 0.848 mi.

Cost of Roadway Per Mile ------------- $2,652,267.50

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	OWR&N*	Federal Funds	State Funds	Other Funds
Roadway	580	$2,022,073.00	$ 2,430.00	$1,716,696.00	$181,768.00	$121,179.00
Roadway	178	105,741.00	64.00	89,825.00	9,511.00	6,341.00
Structure	580	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
Structure	178	16,944.00	597.00	13,894.00	1,472.00	981.00
TOTAL		$3,415,642.00	$66,635.00	$2,846,654.00	$301,411.00	$200,942.00

*Oregon-Washington Railroad & Navigation Company

Group 1 = 98%; Group 8 = 2%
Contract No. 9539
Prefix: 326-1965
Prefix: C09539

Nonparticipating City Work

12-inch Water Main		(54%)	All Required	$18,270.90
Furnish & Installing Mailbox Posts	2	Each	100.00	200.00
				$18,470.90

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 4.33	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 34		Project Number IX-9956(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,389,642.00	$ 3,404,642.00
Federal funds	$ 2,742,935.00 81,619.00	$ 2,742,935.00 (58[illegible]) 94,369.00 (178)
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible]TH day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 4, 1986

FEDERAL AID PROJECT NO. IX-9956(12)

Portland W.C.L. - N. Oswego Ave. Section
North Columbia Blvd.
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 20+25 to Sta. 65+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Subtotal of Estimate as on June 12, 1985					$1,850,813.10
Engineering					271,000.90
TOTAL					$2,121,814.00

TYPE CODE X120
Structure, Bridge No. 16385 (Sta. 341+44 to Sta. 36+95)

Total as on Estimate of June 12, 1985 $1,141,619.00

Length of Roadway ------------------ 0.800 mi.
Length of Structure ---------------- 0.048 mi.
TOTAL 0.848 mi.

Cost of Roadway Per Mile ----------- $2,652,267.50

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	OWR&N*	Federal Funds	State Funds	Other Funds
Roadway	580	$2,022,073.00	$ 2,430.00	$1,716,696.00	$181,768.00	$121,179.00
Roadway	178	99,741.00	64.00	84,725.00	8,971.00	5,981.00
Structure	580	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
Structure	178	11,944.00	597.00	9,644.00	1,022.00	681.00
TOTAL		$3,404,642.00	$66,635.00	$2,837,304.00	$300,421.00	$200,282.00

*Oregon-Washington Railroad & Navigation Company

Group 1 = 98%; Group 8 = 2%
Contract No. 9539
Prefix: 326-1965
Prefix: C09539

Nonparticipating City Work

12-inch Water Main		(54%)	All Required	$18,270.90
Furnish & Installing Mailbox Posts	2	Each	100.00	200.00
				$18,470.00

RLC:me

STATE COPY

9539

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-82		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 23	[illegible]	Project Number IX-9956(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 14 , 19 85 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,358,316	$ 3,389,642
Federal funds	$ 2,742,935(580) 54,992(178)	$ 2,742,935(580) 81,619(178)
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of [illegible] , 19 [illegible] .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: E. S. Hunter

Acting State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gov Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 20, 1985

FEDERAL AID PROJECT NO. IX-9956(12)

Portland W.C.L. - N. Oswego Ave. Section
North Columbia Boulevard
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 20+25 to Sta. 65+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Subtotal of Estimate as on June 12, 1985					$1,850,813.10
Engineering					256,000.90
TOTAL					$2,106,814.00

TYPE CODE X120
Structure, Bridge No. 16385 (Sta. 341+44 to Sta. 36+95)

Total as on Estimate of June 12, 1985	$1,141,619.00

Length of Roadway --------------------- 0.800 mi.
Length of Structure ------------------- 0.048 mi.
TOTAL 0.848 mi.

Cost of Roadway Per Mile -------------- $2,633,517.50

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	OWR&N*	Federal Funds	State Funds	Other Funds
Roadway	580	$2,022,073.00	$ 2,430.00	$1,716,696.00	$181,768.00	$121,179.00
Roadway	178	84,741.00	64.00	71,975.00	7,621.00	5,081.00
Structure	580	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
Structure	178	11,944.00	597.00	9,644.00	1,022.00	681.00
Total		$3,389,642.00	$66,635.00	$2,824,554.00	$299,071.00	$199,382.00

*Oregon-Washington Railroad & Navigation Company

Group 1: 98% Group 8: 2%
Contract No. 9539
Prefix: 326-1965
Prefix: C09539

Nonparticipating City Work

12-inch Water Main		(54%)	All Required	$18,270.90
Furnish & Installing Mailbox Posts	2	Each	100.00	200.00
				$18,470.90

DDB:me

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-136		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9956(12)
MODIFICATION NUMBER 12		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,292,957.00	$ 3,358,316.00
Federal funds	$ 2,742,935.00	$ 2,742,935.00 (580) 54,992.00 (178)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 12, 1985

FEDERAL AID PROJECT NO. IX-9956(12)

PORTLAND W.C.L.-N. OSWEGO AVE. SECTION
NORTH COLUMBIA BOULEVARD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 20+25 to STA. 65+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	$ 25.00	241	$ 6,025.00	541	$13,525.00
PA #4A 30" Sewer Pipe	39.50	---	---	274	10,823.00
PA #4B 36" Sewer Pipe	45.50	---	---	332	15,106.00
PA #11 Rev. Grass Seed Mix	1,404.50	---	---	1.1	1,544.00
PA #21 Furn. & Install Perf. Pipe	2,192.00	---	---	100%	2,192.00
PA #23 Furn. & Plant Eng. Ivy	0.65	---	---	25,000.00	16,250.00
			$ 6,025.00		$59,440.00

Increase	$ 53,415.00
Subtotal of estimate as on 9-27-82	1,797,398.10
Subtotal	$1,850,813.10
Engineering	224,674.90
Total	$2,075,488.00

TYPE CODE X120
STRUCTURE, BRIDGE NO. 16385 (STA. 341+44 TO STA. 36+95)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
PA #19 Pile Testing	11,944.00	---	0.00	100%	11,944.00
			$ 0.00		$11,944.00

Increase	$ 11,944.00
Subtotal of estimate as on 9-27-82	1,129,675.00
Subtotal	$1,141,619.00

Engineering	141,209.00
Total	$1,282,828.00

Length of Roadway	0.800 mi.
Length of Structure	0.048 mi.
Total	0.848 mi.

Cost of Roadway Per Mile	$2,594,360.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	OWR&N *	Federal Funds	State Funds	Other Funds
Roadway	580	$2,022,073.00	$ 2,430.00	$1,716,696.00	$ 181,768.00	$ 121,179.00
Roadway	178	53,415.00	64.00	45,348.00	4,802.00	3,201.00
Structure	580	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
Structure	178	11,944.00	597.00	9,644.00	1,022.00	681.00
Total		$3,358,316.00	$ 66,635.00	$2,797,927.00	$ 296,252.00	$ 197,502.00

*Oregon-Washington Railroad & Navigation Company

Group 1 98% Group 8 2%
Contract No. 9539
Prefix: 326-1965
Prefix: 326-1057

DDB:bkb

Nonparticipating-City Work

12-Inch Water Main	(54%)	All Required		$ 18,270.90
Furnish & Installing Mailbox Posts	2 Each	100.00		200.00
			Total	$ 18,470.90

DDB:bkb

1337

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-3 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10/1/82	State Oregon County Multnomah Project Number IX-9956(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,292,957.00	$ 3,292,957.00
Federal funds	$ 2,799,013.00	$ 2,742,935.00
Other revisions		

This modification is made for the following reasons: To correct Federal Funds computations.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Robert Bothman

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 27, 1982

Federal-Aid Project
No. IX-9956(12)

Portland W.C.L.-N. Oswego Ave. Section
North Columbia Boulevard
Multnomah County

REVISED
PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 20+25 to Sta. 65+00)

Mobilization	67 %	All Required	$ 97,820.00
Temporary Protection and Direction of Traffic		All Required	6,975.00
Temporary Signs	241 Sq. Ft.	25.00	6,025.00
Temporary Barricades	40 Each	66.00	2,640.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,150 Lin. Ft.	8.00	9,200.00
Temporary Modified Concrete Barriers, Reflectorized	450 Lin. Ft.	30.00	13,500.00
Temporary Plastic Safety Markers	60 Each	52.00	3,120.00
Temporary Reflective Pavement Markers	460 Each	4.00	1,840.00
Sequential Arrow Signs	2 Each	1,000.00	2,000.00
Flagmen	1,000 Hour	17.02	17,020.00
Temporary Illumination		All Required	12,172.00
Clearing and Grubbing		All Required	1,177.00
Removal of Structures and Obstructions		All Required	2,167.00
Embankment in Place	83,800 Cu. Yd.	3.92	328,496.00
Trench Excavation	7,850 Cu. Yd.	3.60	28,260.00
Finishing Roadbed and Slopes		All Required	2,128.00
Furnishing and Placing Topsoil	3,350 Cu. Yd.	9.70	32,495.00
Watering	150 M-Gal.	26.70	4,005.00
Structure Excavation	45 Cu. Yd.	14.00	630.00
Special Wall Backfill	35 Cu. Yd.	48.00	1,680.00
Aggregate Base	1,500 Ton	7.20	10,800.00
Treated Base Mixture	22,000 Ton	8.70	191,400.00
Cement in Treated Base Mixture	1,200 Ton	68.00	81,600.00
Class "B" Asphalt Concrete Mixture	7,500 Ton	15.24	114,300.00
Asphalt Cement in Mixture	415 Ton	164.00	68,060.00

Concrete in Walls	30 Cu. Yd.	250.00	7,500.00
Reinforcement in Walls	1,400 lbs.	0.40	560.00
8-inch Culvert Pipe	128 Lin. Ft.	13.25	1,696.00
15-inch Culvert Pipe	64 Lin. Ft.	10.25	656.00
10-inch Culvert Pipe	1,533 Lin. Ft.	14.00	21,462.00
12-inch Sewer Pipe	2,186 Lin. Ft.	9.50	20,767.00
15-inch Sewer Pipe	728 Lin. Ft.	10.25	7,462.00
21-inch Sewer Pipe	862 Lin. Ft.	15.50	13,361.00
24-inch Sewer Pipe	1,138 Lin. Ft.	17.50	19,915.00
27-inch Sewer Pipe	402 Lin. Ft.	21.50	8,643.00
30-inch Sewer Pipe	322 Lin. Ft.	33.50	10,787.00
36-inch Sewer Pipe	1,028 Lin. Ft.	37.50	38,550.00
Installing 12-inch Pipe Under Railroad	100 Lin. Ft.	121.20	12,120.00
Installing 36-inch Pipe Under Railroad	50 Lin. Ft.	292.90	14,645.00
12-inch Water Main	46 %	All Required	15,564.10
Concrete Manholes	31 Each	1,111.00	34,441.00
Concrete Inlets, Type P	46 Each	288.00	13,248.00
Concrete Inlets, Type G-2M	8 Each	455.00	3,640.00
Stilling Well (Energy Dissapator)	1 Each	6,060.00	6,060.00
Guard Rail, Type 1A	438 Lin. Ft.	10.50	4,599.00
Guard Rail, Type 2A	325 Lin. Ft.	12.40	4,030.00
Guard Rail, Type 3	100 Lin. Ft.	25.63	2,563.00
Guard Rail Anchors, Type 1	4 Each	359.00	1,436.00
Rail End Pieces, Type C	4 Each	82.00	328.00
Street Barricade	1 Each	500.00	500.00
CL-6 Chain Link Fence	595 Lin. Ft.	7.80	4,641.00
CL-6R Chain Link Fence	50 Lin. Ft.	10.30	515.00
20'x60" Chain Link Double Gates	1 Each	872.00	872.00
Concrete Walks	3,500 Sq. Yd.	10.10	35,350.00
Concrete Driveways	525 Sq. Yd.	14.40	7,560.00
Concrete Curbs	9,500 Lin. Ft.	3.00	28,500.00
Extra for Asphalt Approaches	2 Each	200.00	400.00
Shoulder Barrier	190 Lin. Ft.	26.00	4,940.00
Loose Riprap, Class 700	40 Cu. Yd.	50.50	2,020.00
Adjusting Manholes	3 Each	253.00	759.00
Reconstructing Concrete Manholes	5 Each	505.00	2,525.00
Retaining Wall (Br. #16470)		All Required	78,050.00
Removal of Existing Sign Installations		All Required	653.00
Sign Support Footings		All Required	1,538.00
Special Pipe Sign Supports		All Required	2,665.00
Type "C" Signs in Place	72 Sq. Ft.	13.00	936.00
Type "EE" Signs in Place	7 Sq. Ft.	15.00	105.00

Type "T" Signs in Place	27 Sq. Ft.	17.00	459.00
Move and Reinstall Existing Signs		All Required	769.00
Removal of Existing Illumination		All Required	3,208.00
Pole Foundations		All Required	12,887.00
Roadway Lighting Poles and Arms		All Required	22,718.00
Luminaires and Ballasts		All Required	2,380.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	23,721.00
Roadside Seeding and Mulching	1 Acre	1,212.00	1,212.00
Furnishing and Planting Trees	112 Each	66.00	7,392.00
Furnishing and Planting Street Trees	199 Each	255.00	50,745.00
Furnishing and Planting Groundcovers-4 inch Pots	115,030 Each	0.70	80,521.00
Furnishing and Planting Groundcovers-1 Gal. Cans	966 Each	6.00	5,796.00
Bark Mulch	412 Unit	76.00	31,312.00
			$1,719,192.10

Anticipated Items

Permanent Pavement Striping	All Required	2,800.00
Temporary Pavement Striping	All Required	1,700.00
Remove Pavement Striping	All Required	600.00
Asphalt Cement Adjustment	All Required	11,000.00
On-the-job Trainees (2 x 1,000 x $0.80)	All Required	1,600.00
City of Portland (Bureau of Water Works)	All Required	60,506.00
		$ 78,206.00
	SUBTOTAL	$1,797,398.10
	Engineering	224,674.90
	TOTAL	$2,022,073.00

Type Code X120
Structure, Bridge No. 16385 (Sta. 34+44 to Sta. 36+95)

Mobilization	33 %	All Required	$ 48,180.00
Shoring, Cribbing, Etc.		All Required	20,000.00
Structure Excavation	930 Cu. Yd.	7.00	6,510.00
Furnish Pile Driving Equipment		All Required	25,000.00
Furnish Prestressed Concrete Piling	1,764 Lin. Ft.	12.00	21,168.00
Furnish 16-inch Prestressed Concrete Piling	5,700 Lin. Ft.	14.00	79,800.00
Drive Prestressed Concrete Piles	7,464 Lin. Ft.	2 50	18,660.00

Structural Concrete, Class 3300 (450 C.Y.)		All Required	80,000.00
Structural Concrete, Class 4000 (1145 C.Y.)		All Required	347,200.00
Structural Concrete, Class 4500 (550 C.Y.)		All Required	98,000.00
Reinforcement (345,000 lbs.)		All Required	119,500.00
Coated Reinforcement (104,000 lbs.)		All Required	53,000.00
Reinforced Concrete Bridge End Panels	455 Sq. Yd.	55.00	25,025.00
Three Tube Steel Railing	260 Lin. Ft.	52.00	13,520.00
Concrete Slope Paving	1,240 Sq. Yd.	31.30	38,812.00
Slope Paving Curbs	215 Lin. Ft.	8.00	1,720.00
CL-7.5R Chain Link Fence, Modified	120 Lin. Ft.	27.30	3,276.00
CL-10R Chain Link Fence, Modified	160 Lin. Ft.	28.00	4,480.00
2'-6" Splash Board	120 Lin. Ft.	27.00	3,240.00
4'-0" Splash Board	120 Lin. Ft.	40.00	4,800.00
1 1/4-inch Electrical Conduit	309 Lin. Ft.	4.00	1,236.00
			$1,013,127.00

Anticipated Items		
Railroad Protective Cost	All Required	$ 60,000.00
Work by Union Pacific Railroad Co.	All Required	56,548.00
		$ 116,548.00
	SUBTOTAL	$1,129,675.00
	Engineering	141,209.00
	TOTAL	$1,270,884.00

Length of Roadway ------------ 0.800 mi.
Length of Structure ---------- 0.048 mi.
TOTAL LENGTH 0.848 mi.

Cost of Roadway Per Mile------$2,527,591.25

SUMMARY OF FUNDS (85%)

Description	Total Cost	OWR&N*	Federal Funds	State Funds	Other Funds
Roadway	$2,022,073.00	$ 2,430.00	$1,716,696.00	$181,768.00	$121,179.00
Structure	1,270,884.00	63,544.00	1,026,239.00	108,660.00	72,441.00
TOTAL	$3,292,957.00	$65,974.00	$2,742,935.00	$290,428.00	$193,620.00

*Oregon-Washington Railroad and Navigation Company

Group 1 96%; Group 8 4%
Contract No. 9539
Prefix: 326-1965
Prefix: 326-1057

Portland W.C.L.-N. Oswego Ave.
Nonparticipating-City Work

12-inch Water Main	(54 %)	All Required	$18,270.90
Furnishing and Installing Mailbox Posts	2 Each	100.00	200.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-98	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible] 14, 1982	State Oregon County Multnomah Project No. IX-9956(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland W.C.L.-N. Oswego Ave. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-82	0.348
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,292,957.00	$ 2,799,013.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon September 13, 1982

Federal-Aid Project
No. IX-9956(12)

Portland W.C.L.-N. Oswego Ave. Section
North Columbia Boulevard
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 20+25 to Sta. 65+00)

Mobilization	67	%	All Required	$ 97,820.00
Temporary Protection and Direction of Traffic			All Required	6,975.00
Temporary Signs	241	Sq. Ft.	25.00	6,025.00
Temporary Barricades	40	Each	66.00	2,640.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,150	Lin. Ft.	8.00	9,200.00
Temporary Modified Concrete Barriers, Reflectorized	450	Lin. Ft.	30.00	13,500.00
Temporary Plastic Safety Markers	60	Each	52.00	3,120.00
Temporary Reflective Pavement Markers	460	Each	4.00	1,840.00
Sequential Arrow Signs	2	Each	1,000.00	2,000.00
Flagmen	1,000	Hour	17.02	17,020.00
Temporary Illumination			All Required	12,172.00
Clearing and Grubbing			All Required	1,177.00
Removal of Structures and Obstructions			All Required	2,167.00
Embankment in Place	83,800	Cu. Yd.	3.92	328,496.00
Trench Excavation	7,850	Cu. Yd.	3.60	28,260.00
Finishing Roadbed and Slopes			All Required	2,128.00
Furnishing and Placing Topsoil	3,350	Cu. Yd.	9.70	32,495.00
Watering	150	M-Gal.	26.70	4,005.00
Structure Excavation	45	Cu. Yd.	14.00	630.00
Special Wall Backfill	35	Cu. Yd.	48.00	1,680.00
Aggregate Base	1,500	Ton	7.20	10,800.00
Treated Base Mixture	22,000	Ton	8.70	191,400.00
Cement in Treated Base Mixture	1,200	Ton	68.00	81,600.00
Class "B" Asphalt Concrete Mixture	7,500	Ton	15.24	114,300.00
Asphalt Cement in Mixture	415	Ton	164.00	68,060.00

Concrete in Walls	30	Cu. Yd.	250.00	7,500.00
Reinforcement in Walls	1,400	Lb.	0.40	560.00
8-inch Culvert Pipe	128	Lin. Ft.	13.25	1,696.00
15-inch Culvert Pipe	64	Lin. Ft.	10.25	656.00
10-inch Sewer Pipe	1,533	Lin. Ft.	14.00	21,462.00
12-inch Sewer Pipe	2,186	Lin. Ft.	9.50	20,767.00
15-inch Sewer Pipe	728	Lin. Ft.	10.25	7,462.00
21-inch Sewer Pipe	862	Lin. Ft.	15.50	13,361.00
24-inch Sewer Pipe	1,138	Lin. Ft.	17.50	19,915.00
27-inch Sewer Pipe	402	Lin. Ft.	21.50	8,643.00
30-inch Sewer Pipe	322	Lin. Ft.	33.50	10,787.00
36-inch Sewer Pipe	1,028	Lin. Ft.	37.50	38,550.00
Installing 12-inch Pipe Under Railroad	100	Lin. Ft.	121.20	12,120.00
Installing 36-inch Pipe Under Railroad	50	Lin. Ft.	292.90	14,645.00
12-inch Water Main	(46%)		All Required	15,564.10
Concrete Manholes	31	Each	1,111.00	34,441.00
Concrete Inlets, Type P	46	Each	288.00	13,248.00
Concrete Inlets, Type G-2M	8	Each	455.00	3,640.00
Stilling Well (Energy Dissapator)	1	Each	6,060.00	6,060.00
Guard Rail, Type 1A	438	Lin. Ft.	10.50	4,599.00
Guard Rail, Type 2A	325	Lin. Ft.	12.40	4,030.00
Guard Rail, Type 3	100	Lin. Ft.	25.63	2,563.00
Guard Rail Anchors, Type 1	4	Each	359.00	1,436.00
Rail End Pieces, Type C	4	Each	82.00	328.00
Street Barricade	1	Each	500.00	500.00
CL-6 Chain Link Fence	595	Lin. Ft.	7.80	4,641.00
CL-6R Chain Link Fence	50	Lin. Ft.	10.30	515.00
20'x60" Chain Link Double Gates	1	Each	872.00	872.00
Concrete Walks	3,500	Sq. Yd.	10.10	35,350.00
Concrete Driveways	525	Sq. Yd.	14.40	7,560.00
Concrete Curbs	9,500	Lin. Ft.	3.00	28,500.00
Extra for Asphalt Approaches	2	Each	200.00	400.00
Shoulder Barrier	190	Lin. Ft.	26.00	4,940.00
Loose Riprap, Class 700	40	Cu. Yd.	50.50	2,020.00
Adjusting Manholes	3	Each	253.00	759.00
Reconstructing Concrete Manholes	5	Each	505.00	2,525.00
Retaining Wall (Br. #16470)			All Required	78,050.00
Removal of Existing Sign Installations			All Required	653.00
Sign Support Footings			All Required	1,538.00
Special Pipe Sign Supports			All Required	2,665.00
Type "C" Signs in Place	72	Sq. Ft.	13.00	936.00
Type "EE" Signs in Place	7	Sq. Ft.	15.00	105.00

Type "T" Signs in Place	27 Sq. Ft.	17.00	459.00
Move and Reinstall Existing Signs		All Required	769.00
Removal of Existing Illumination		All Required	3,208.00
Pole Foundations		All Required	12,887.00
Roadway Lighting Poles and Arms		All Required	22,718.00
Luminaires and Ballasts		All Required	2,380.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	23,721.00
Roadside Seeding and Mulching	1 Acre	1,212.00	1,212.00
Furnishing and Planting Trees	112 Each	66.00	7,392.00
Furnishing and Planting Street Trees	199 Each	255.00	50,745.00
Furnishing and Planting Groundcovers-4 inch Pots	115,030 Each	0.70	80,521.00
Furnishing and Planting Groundcovers-1 Gal. Cans	966 Each	6.00	5,796.00
Bark Mulch	412 Unit	76.00	31,312.00
			$1,719,192.10

Anticipated Items

Permanent Pavement Striping	All Required	2,800.00
Temporary Pavement Striping	All Required	1,700.00
Remove Pavement Striping	All Required	600.00
Asphalt Cement Adjustment	All Required	11,000.00
On-the-job Trainees (2 x 1,000 x $0.80)	All Required	1,600.00
City of Portland (Bureau of Water Works)	All Required	60,506.00
		$ 78,206.00
	SUBTOTAL	$1,797,398.10
	Engineering	224,674.90
	TOTAL	$2,022,073.00

Type Code X120
Structure, Bridge No. 16385 (Sta. 34+44 to Sta. 36+95)

Mobilization	33 %	All Required	$ 48,180.00
Shoring, Cribbing, Etc.		All Required	20,000.00
Structure Excavation	930 Cu. Yd.	7.00	6,510.00
Furnish Pile Driving Equipment		All Required	25,000.00
Furnish Prestressed Concrete Piling	1,764 Lin. Ft.	12.00	21,168.00
Furnish 16-inch Prestressed Concrete Piling	5,700 Lin. Ft.	14.00	79,800.00
Drive Prestressed Concrete Piles	7,464 Lin. Ft.	2.50	18,660.00

Structural Concrete, Class 3300 (450 C.Y.)		All Required	80,000.00
Structural Concrete, Class 4000 (1145 C.Y.)		All Required	347,200.00
Structural Concrete, Class 4500 (550 C.Y.)		All Required	98,000.00
Reinforcement (345,000 lbs.)		All Required	119,500.00
Coated Reinforcement (104,000 lbs.)		All Required	53,000.00
Reinforced Concrete Bridge End Panels	455 Sq. Yd.	55.00	25,025.00
Three Tube Steel Railing	260 Lin. Ft.	52.00	13,520.00
Concrete Slope Paving	1,240 Sq. Yd.	31.30	38,812.00
Slope Paving Curbs	215 Lin. Ft.	8.00	1,720.00
CL-7.5R Chain Link Fence, Modified	120 Lin. Ft.	27.30	3,276.00
CL-10R Chain Link Fence, Modified	160 Lin. Ft.	28.00	4,480.00
2'-6" Splash Board	120 Lin. Ft.	27.00	3,240.00
4'-0" Splash Board	120 Lin. Ft.	40.00	4,800.00
1 1/4-inch Electrical Conduit	309 Lin. Ft.	4.00	1,236.00
			$1,013,127.00

Anticipated Items		
Railroad Protective Cost	All Required	$ 60,000.00
Work by Union Pacific Railroad Co.	All Required	56,548.00
		$ 116,548.00
	SUBTOTAL	$1,129,675.00
	Engineering	141,209.00
	TOTAL	$1,270,884.00

Length of Roadway ------------ 0.800 mi.
Length of Structure ---------- 0.048 mi.
TOTAL LENGTH 0.848 mi.

Cost of Roadway Per Mile------$2,527,591.25

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Other Funds	OWR&N*
Roadway	$2,022,073.00	$1,718,762.00	$ 172,403.00	$114,936.00	$15,972.00
Structure	1,270,884.00	1,080,251.00	76,253.00	50,836.00	63.544.00
TOTAL	$3,292,957.00	$2,799,013.00	$ 248,656.00	$165,772.00	$79,516.00

*Oregon Washington Railroad and Navigation Company

Group 1 96%; Group 8 4%
Contract No. 9539
Prefix: 326-1965
Prefix: 326-1057

Portland W.C.L.-N. Oswego Ave.
Nonparticipating-City Work

12-inch Water Main	(54%)	All Required	$ 18,279.90
Furnishing and Installing Mailbox Posts	2 Each	100.00	200.00

9

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: October 16, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9956(12) Portland WCL - N. Oswego Avenue Section in the amount shown:

Current Obligation	Present Estimate	Increase
$2,846,654.00	$2,877,744.00	$31,090.00

Please arrange for updating on MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
W. Schulte, Region 1, w/attach.
General Files ✓

81-125-1387

October 6, 1986

CON 5 - 9539

The Travelers Indemnity Company
Surety Department
111 SW Fifth #1600
Portland, OR 97204

On July 8, 1986, we wrote to you concerning release of final payment on Contract No. 9539 awarded to Cascade Construction Company, Inc. for work on the Portland West City Limits-North Oswego Avenue Section of FAU 9956 (North Columbia Blvd.) in Multnomah County.

Final payment on this contract is $7,243.28 and the total contract amount is $2,836,615.87 including $27,699.41 for work performed under force account.

George Bell
Assistant Director

slp
cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

953   n

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: August 6, 1986

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9956(12) Portland WCL - N. Oswego Avenue Section in the amount shown:

Current Obligation	Present Estimate	Increase
$2,837,304.00	$2,846,654.00	$9,350.00

Please arrange for updating on MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
W. Schulte, Region 1, w/attach.
General Files

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9956(12)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00127

6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: July 7, 1982

8. FEDERAL ROUTE NUMBER: FAU 9956

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Portland W. C. L. - North Oswego Avenue Section

11. GENERAL DESCRIPTION OF WORK:
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 6/10/86 this will confirm the advance approval date of 7/7/82 contingent upon modification of Project Agreement if additional funds are required for the cost overrun to the water facilities on an actual cost basis estimated to be $3,687.48; Federal Funds $3,135.00.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO Potter
FOR
Info Inv. R/D D/R Sign Act File

14. DATE: 6/23/86

15. SIGNATURE OF APPROVING OFFICIAL: G K H[illegible]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Water Facilities Relocation
Bureau of Water Works
City of Portland
Portland WCL - N. Oswego Avenue Section
N. Columbia Boulevard (FAU 9956)
Multnomah County
Project No. IX-9956(12)

Reference is made to D. E. Swan's letter of June 28, 1982, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' water facilities and to your Letter of Approval and/or Authorization, dated July 7, 1982 which approved participation in the estimated cost of $60,506. Copies of my letter and your PR-1240 are attached.

The relocation of the Bureau's water facilities has been completed and a final billing of cost, in the amount of $68,880.92 received. The Bureau, in a letter dated October 15, 1985, has provided an explanation of the cause for overrunning the estimated cost and advised that a revised final cost was $64,193.18. A copy of the letter is attached. The final cost of $64,193.18 exceeds the estimated cost of $60,505.70 by $3,687.48 or 6.09%.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. A copy of Audit Report #29 (Revised) is attached. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $64,193.18 is requested.

JMC:jr
attach.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

RECEIVED
AT HWY ENGR

JUN 12 '86

REFER TO

FOR

Info	Inves	R/D	J/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit - 373-7763

INTEROFFICE MEMO
FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: June 4, 1986

FROM: Richard L. Evans Richard L. Evans
Staff Auditor

RECEIVED
JUN - 9 1986
RR & UTILITY UNIT

SUBJECT: Audit Report No. 29 (Revised)
Bureau of Water Works (Portland)
W.C.L. - North Oswego Ave. Section
North Columbia Blvd.
Utility Adjustment Project

On October 15, 1985, subsequent to their final billing, the Bureau determined that $8,681.00 of the total costs claimed, should have been at 46 percent instead of the 100 percent that was billed. This information was included in their explaination of the cost overrun associated with the project.

I have completed a site audit of the State's Force Order with the Bureau of Water Works, FA Project IX-9956(12). The Force Order authorized $60,505.70. FHWA approved it as of July 7, 1982 and the State accepted it on the same day. Total costs billed were $68,896.40 during the project period of July 12, 1982 through June 30, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of the Bureau's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and the Bureau complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: Material was overstated by $87.22. Labor was understated by $31.60 and Equipment by $40.14. The net adjustment was for an overstatement of $15.48.

Accordingly, in my opinion audited costs of $68,880.92 were eligible for participation under the terms of the Order. However, since $8,681.00 represents connection costs associated with a betterment portion of the project, it is reimbursible at 46 percent, or $3,993.26. The remaining audited costs, or $60,199.92 will be eligible for reimbursement at 100 percent upon State and FHWA approval of the overrun amount of $3,687.48. The total reimbursible amount will be $64,193.18 of which $60,505.70 has already been paid to the Bureau.

RLE:bc

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-125-1387

CITY OF
PORTLAND, OREGON
BUREAU OF WATER WORKS

Dick Bogle, Commissioner
Carl Goebel, Administrator
1120 S.W. 5th Avenue
Portland, Oregon 97204-1926

October 15, 1985

PL 7.3
N. Col. Blvd., Oswego

Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

ATTN: Richard Fleming, Utility Coordinator

SUBJECT: N. Columbia Blvd.: City Limits to N. Oswego Avenue.
Your Project No. IX-9956(12)

Dear Dick:

In response to Jack Cartwrights's letter of August 6, 1985, I have conducted a full review of the project estimates and costs for this work.

ODOT cites $60,505.70 as original estimate. This did not include an estimate for the connection cost.

Actual cost of the job without connection cost was $60,215.40.

Actual cost of the connection work was $8,681.00.

Permit costs of $15.48 were disallowed by ODOT auditor in conjunction with the total work so we have an actual cost from ODOT perspective of $60,199.92; before any connection costs are considered.

ODOT's share of connections is 46% of $8,681.00 or $3,993.26.

Total ODOT responsibility in reimbursing the Water Bureau for actual costs is: $60,199.92 + $3,993.26 = $64,193.18.

ODOT payments to date are $62,117.64. Balance due is $64,193.18 - $62,117.64 = $2075.54.

Thank you for your assistance in the review of this matter. An accounting back-up sheet is attached for further information.

Sincerely,

Carl Goebel, Administrator

William M. Elliott
Water Utility Engineer

WME:ldl PLE/8510E25
Enclosure

RECEI
OCT 22 1985
RR & UTILITY

c: D. Conner
R. Willis
J. Doane
R. White, Accounting

File PL 7.3
Project 2416
Project 12410

ROW 18-4

July 21, 1982

Mr. P. Norseth, P.E.
Chief Engineer
Bureau of Water Works
City of Portland
1800 SW Sixth
Portland, OR 97201

Water Facilities Relocation
Portland WCL-N. Oswego Ave. Sec.
FAU 9956 (N. Columbia Blvd.)
Multnomah County
Project No. IX-9956(12)

Dear Mr. Norseth:

Your estimate and sketch map for the adjustment of your facilities on this project, dated March 1, 1982, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of July 7, 1982.

Please contact Mr. Charles Lobaugh, Project Manager, 3700 SE 92nd, Portland, OR 97266, phone 238-7450, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 7, 1982, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Your truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

bc: D. E. Wilken, FHWA
D. E. Swan - w/att.
Pete Gonzalez - w/att.
E. L. Hardt - w/att.
Charles Lobaugh, w/att.
Maurice Payne - w/att.
Gary Kennen - w/att.
C. T. Keasey - w/OFW #1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/82

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland W.C.L. - North Oswego Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 6/28/82 you are now authorized to proceed with the actual adjustments to the City of Portland, Bureau of Water Works water facilities on an actual cost basis estimated to be $60,506 Federal Funds $51,430.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
[illegible]
[illegible] UTILITY UNIT

14. DATE 7/7/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 28, 1982

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
Portland WCL-N. Oswego Ave. Section
FAU 9956 (N. Columbia Blvd.)
Multnomah County
Project No. IX-9956(-)

Here is a copy of an estimate of cost to adjust Bureau of Water Works' water facilities dated March 1, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was notified verbally of the conflict at a Utility meeting for the project held on November 25, 1981. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the water facilities occupy City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project.

There is a betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $60,506.

RECEIVED
JUN 29 1982
R/W & UTILITY UNIT

JMC/DES/llr
Enclosure
cc: E. S. Hunter, Jack M. Cartwright, Gary Kennen

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8254
Date: May 14, 1982

File No: 326-1965

TO: JACK CARTWRIGHT
Utilities Engineer

Gary Kennen
FROM: GARY KENNEN
Metro Region Utilities Specialist

SUBJECT: W. City Limits - N. Oswego Avenue
FAU 9956 (N. Colubmia Blvd.)

Enclosed is an Order for Force Work to cover water bureau work on the above project. For simplicity, I have combined their two projects and estimates into one. Permit fees have been removed.

po

cc: Al Harwood
Chuck Lobaugh

Attachment

RECEIVED
[illegible]
[illegible] UNIT

BUREAU OF WATER WORKS
ITY OF PORTLAND, OREGON

PALMER NORSETH
CHIEF ENGINEER

. No.

Date 3/1/82

Atlas Sheet 1821

JOB ESTIMATE

Job No. 2400 ~~2020~~

For Adjust Water Facilities Wilcox Temp [illegible]

Origin ODOT

Dated

LOCATION

N. Columbia Blvd. WCL to [illegible] Oswego

Est. cost of: installing service, extending main, hydrant, adjusting water facilities

to supply ______ service for Adjust Water Facilities

Set Pick - Adjust Meter Box - Adjust Water Vault - 18

Set Back Hydrant - [illegible] - 5

Adjust C/V Boxes - 5

[illegible] 60' 6" main w/casing, lay 718 - 2" Temp [illegible]

BACKFLOW PREVENTION DEVICE REQUIRED	
YES	NO
CITY	PRIVATE
APPROVED	

Comb.

Air Cond.

Boiler Feed

Medical

Hose Reel

Hydrants

Chemicals

Requested by

Phone Number

By

Carl Goebel, Administrator

ESTIMATED COST

Total Material	13,663.11 +10.50	
Total Labor	14,611.60	
Total Trucks and Misc. Equipment	6571.40	
Pavement Repair	To be done By O.[illegible] Contractor	
Engineering	5614.68	
Permits 316.20 +718.25	~~777.50~~ 0	
Sub-Total	~~41,[illegible]~~	40,460.79
+ 15% Overhead	~~6,188.83~~	6,069.12
Total Estimated Cost	~~47,446.15~~	46,529.91

(Good for 30 days)

APPROVED Date 5/20/82
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
R L Evans
Utility Auditor
W Eklund
Asst. Controller

Revenue ______ %

File Card

By ______ Checked

Submitted by:

Eng. Date

R. [illegible] Eng. Date 3-3-82

Eng. Date

Approved

Approved

Carl Goebel, Administrator

RECEIVED
[illegible]
[illegible] UTILITY UNIT

CITY OF PORTLAND, OREGON
PALMER NORSETH
CHIEF ENGINEER

Est. No.

Date 5/2/85

5400

JOB ESTIMATE

Atlas Sheet [illegible]

Job No. 28970

For [illegible]

Origin

Dated

LOCATION

N. Columbia Blvd.

MATERIAL			
Quant.	Kind	Amount	
60	ft 6" DI @ 5.49	329	40
58	ft 14" [illegible] Casing Pipe @ 24.50	1421	
4	6" [illegible] 45° [illegible] @ 45	180	
24	6" [illegible] @ 11	264	
2	6" MJ Sleeve @ 39	78	
50	yd³ Base Fill @ 4.40	[illegible]	
80	[illegible]	439	20
2	6" MJ [illegible] @ 229	458	00
4	#2 CW [illegible] @ 40	160	
12	ft 8" AC @ 1.35	16	20
10	Tons Cold Mix @ 16.50	165	
3	24x39 Frame & Covers @ 250.00	750	
3	manhole Extensions @ 150.00	450	
3	yd³ Concrete @ 40.50	121	50
12	Pave adjusters @ 5.75	69	
10	#3 [illegible] box @ 13.75	137	50
2	18x36 F&C, Wood Form 150	300	
2	24x39 F&C, Wood Form 250	500	
20	ft 2" Galv @ 1.84 ?	36	80
2	#2 L Curb Valves 29	58	
4	2" Comp Ells @ .98	3	92
5	[illegible] @ 4.79	23	95
2	1" L Curb Stop @ 37.50	75	
2	1½" L Curb Valves @ 27	54	
6	1" L Curb Stops @ 7.95	47	70
150	ft Cu Pipe @ .75	112	50
	Sub-Total	6574	67
	+ 5% Stock Handling	328	73
	Total Material	6903	40

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amoun	
Backhoe	13.75	40	550	
Scoop	12.40	40	496	
Dump Truck	12.00	120	1440	
Pick-Up	2.40	12	28	9
Service Tr.	5.[illegible]	[illegible]	731	6
Frm Car	2.40	20	48	
Crane #13				
Crane mtd. trk's.	14.35	10	143	5
Welding tr.				
Comp. trl. mtd.	2.30	80	184	
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.	7.70	4	31	6
4 Tom Flat Bed	16.75	12	201	
Traffic Signal Lite				
Hydraulic truck	5.90	36	212	4
[illegible]	10.50	8	84	
Tap Machine				
Pipe Saw	8.00	3	24	
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	4170	

②

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
PALMER NORSETH
CHIEF ENGINEER

E . No.

Date 5/2/83

JOB ESTIMATE

Atlas Sheet 1531

Job No. 2400 26370

For Adjust [illegible]

Origin ODOT

Dated

LOCATION

[illegible] Blvd

LABOR

Classification	Rate	Hrs	Amount	
Foreman	16.43	20	328	60
Mechanic	14.29	124	1771	96
Utility Worker	11.94	134	1080	56
Grademan	11.94	40	477	60
Water Works Helper	11.05	134	1484	72
Common Laborer				
AEO #2	12.59	142	1787	78
CEO #1	13.51	40	540	40
CEO #2	14.16	40	566	40
CEO #3				
Welder				
Welder Apprentice				
Carpenter	14.29	12	171	48
Carpenter Apprentice	13.72	12	164	64
Cement Finisher	14.29	4	57	16
Cement Finisher App.	13.72	4	54	88
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe				
+ Wage adj 7-81-10%			888	62
Total Labor			9774	80

③

ENGINEERING

Design	Rate	Hr	Amount
Engineer Tech 10 Eng I 10	[illegible]	20	340
Draftsman 221	15.55	221	3436
Inspector	[illegible]	10	183
Survey Crew	[illegible]	8	444
Eng. Material	[illegible]	[illegible]	51
		SUB-TOTAL	4457

EQUIPMENT

	Rate	Hr	Amount
Survey Truck	[illegible]	3	24
Inspector Car	[illegible]	10	19
		SUB-TOTAL	43
		TOTAL ENGINEERING	4500

PAVEMENT REPAIR

Kind	Sq. Ft.
To be done by ODOT [illegible]	[illegible]
PAVEMENT REPAIR COST	-0-

Remarks:

Est. by

Date 3/15

Checked by

Date

TY OF PORTLAND, OREGON Est. No.

PALMER NORSETH
CHIEF ENGINEER

Date 3/1/82

JOB ESTIMATE

Atlas Sheet 1821

Job No. 12410

~~For~~ Temp 6" Main

Origin

Dated

LOCATION

N Columbia Blvd @ Overpass

MATERIAL			
uant.	Kind	Amount	
718'	6" DI Main @ 5.49	3941	82
6	6" MJ Slvs @ 39	234	
2	6" MJ 90° Bds @ 49	98	
6	6" MJ 45° Bds @ 45	270	
3	6" MJ 90° Bds @ 49	147	
2	6" MJ 11¼° Bds @ 42	84	
3	6" MJ 22½° Bds @ 43	129	
34	6" MJ Retaining Glands @ 11.00	374	
2	6" Flg to Flg Adapters @ 27	54	
2	Yds Concrete @ 40.50	81	00
100	Yds 3/4 to 0 @ 4.10	410	
150	Yds 1½ to 0 @ 4.10	615	
	Sub-Total	6437	82
	+ 5% Stock Handling	321	89
	Total Material	6759	71

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amoun	
Backhoe	13.75	40	550	
Scoop	12.40	40	496	
Dump Truck	12.00	80	960	
Pick-Up	2.40	48	115	2
Service Tr.				
Frm Car	2.60	0	24	
Crane #13				
Crane mtd. trk's.	14.35	4	57	4
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer	18.75	8	150	
Rock Drill				
Power Sweeper				
Cement Tr.	7.90	1	7	
4 Tom Flat Bed				
Traffic Signal Lite				
Tap Machine				
Pipe Saw	8.00	5	40	
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
Total			2200	

②

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
PALMER HORSETH
CHIEF ENGINEER

F. No. ____

Date 3/1/82

JOB ESTIMATE

Atlas Sheet 1921

Job No. 12410

For Temp 6" Main

Origin ____ Dated ____

LOCATION

N. Columbia Blvd & [illegible]

LABOR

Classification	Rate	Hrs	Amount	
Foreman	16.43	10	164	30
Mechanic	14.29	48	685	92
Utility Worker	11.94	48	573	12
Grademan	11.94	48	573	12
Water Works Helper	11.09	52	576	16
Common Laborer				
AEO #2	12.59	53	667	27
CEO #1	13.51	40	540	40
CEO #2	14.16	40	566	40
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
[illegible]	1.26	40	50	40
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe				
+10% Wage Adj 7-81			439	71

Total Labor 4836 50

(5)

ENGINEERING

Design	Rate	Hr	Amount
Engineer I	17.00	2	34
Draftsman Sr	15.55	51	793
Inspector	18.33	2	36
Survey Crew	55.50	4	222
Eng. Material	.020	559	11
SUB-TOTAL			1097

EQUIPMENT

	Rate	Hr	Amount
Survey Truck	3.00	4	12
Inspector Car	1.90	2	3
SUB-TOTAL			15
TOTAL ENGINEERING			1112

PAVEMENT REPAIR

Kind	Sq. Ft.
By ODOT Contractor	

PAVEMENT REPAIR COST -0-

Remarks:

Est. by KHW Date 3/1/82

Checked by ____ Date ____

BUREAU OF WATER WORKS
ITY OF PORTLAND, OREGON
PALMER NORSETH
CHIEF ENGINEER

. No.
Date 3/1/82
Atlas Sheet 1821

JOB ESTIMATE

Job No. 12410-A

For 6" DI

Origin Dated

LOCATION

N. Transfer Rd

st. cost of: installing service, extending main, hydrant, adjusting water facilities
to supply service for

6" DI 567 ft.

BACKFLOW PREVENTION DEVICE REQUIRED
YES .... NO ....
CITY .... PRIVATE ....
APPROVED

Comb.
Air Cond.
Boiler Feed
Medical
Hose Reel
Hydrants
Chemicals

Requested by
Phone Number

By
Carl Goebel, Administrator

ESTIMATED COST

Total Material	5216.85	
Total Labor	3968.78	
Total Trucks and Misc. Equipment	1822.10	
Pavement Repair	~~0~~ By ODOT Contractor	
Engineering	1145.13	
Permits	~~141.75~~ 0	
Sub-Total	~~[illegible]~~	12,152.86
+ 15% Overhead	~~[illegible]~~	1,822.93
Total Estimated Cost	~~[illegible]~~	13,975.79
	(Good for 30 days)	

APPROVED Date 5/20/82
IN COMPLIANCE WITH ACCOUNTING PROCEDURES
R L Evans
Utility Auditor
W. Eklund
Asst. Controller

Revenue %
File Card
By Checked

Submitted by:
 Eng. Date
R Vroowan Eng. Date 3/1/82
 Eng. Date

Approved

Approved
Carl Goebel, Administrator

①

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
PALMER NORSETH
CHIEF ENGINEER

Est. No.

Date 3/1/82

Atlas Sheet [illegible]

JOB ESTIMATE

Job No. 12410-A

For 6" DI

Origin

Dated

LOCATION

N. Transfer Rd

MATERIAL			
Quant.	Kind	Amount	
567	Lf 6" DI @ 5^{49}	3112	83
2	6" MJ Slvs @ 39	78	
3	6" MJ 45° Bd @ 45	135	
1	6" MJ Valve	225	
2	6X6 MJ X Flg Tees @ 61	122	
1	6X2 TP	27	
1	2" IP Valve	34	
1	2" [illegible]	50	
2	#2 CIV + Spikes 3.40	80	
6	Lf 8" AC @ 1.35	8	10
2	yds Concrete @ 40^{50}	81	
80	yds 3/4 Minus @ 4^{10}	328	
120	yds 1½ Minus @ 4^{10}	492	
13	6" MJ Retainer Gland @ 11	143	
2	Gal Cl2 @ 1^{50}	3	00
3	Cold Mix @ 16^{50}	49	50

Sub-Total	4968	43
+ 5% Stock Handling	248	[illegible]
Total Material	5216	85

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amoun	
Backhoe	13^{75}	32	440	
Scoop	12^{40}	32	396	8
Dump Truck	12^{05}	24	[illegible]	
Pick-Up	240	40	96	
Service Tr.				
Frm Car	240	10	24	
Crane #13				
Crane mtd. trk's.	14^{35}	4	57	4
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.	7^{90}	1	7	9
4 Tom Flat Bed				
Traffic Signal Lite				
Tap Machine				
Pipe Saw	8^{00}	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
Total			[illegible]	

(7)

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
PALMER NORSETH
CHIEF ENGINEER

No. ______

Date 3/1/82

JOB ESTIMATE

Atlas Sheet 1831

Job No. 12410-A

For 6"

Origin ______ Dated ______

LOCATION

S. [illegible] Rd

LABOR

Classification	Rate	Hrs	Amount	
oreman	16.43	10	164	30
echanic	14.29	40	571	60
tility Worker	11.94	40	477	60
rademan	11.94	40	477	60
ater Works Helper	11.09	[illegible]	497	52
ommon Laborer				
EO #2	12.59	40	503	60
EO #1	12.51	[illegible]	432	32
EO #2	14.16	32	453	12
EO #3				
elder				
elder Apprentice				
arpenter				
arpenter Apprentice				
ement Finisher				
ement Finisher App.				
rick Mason				
ar Man				
[illegible]	1.26	32	40	32
EO on Tk. Mtd. Comp.				
ackhammer Operation				
epth over 6'				
eight over 15'				
EO #1 on Backhoe				
+10% Wage adj. 7-81			360	80
Total Labor			3968	78

ENGINEERING

Design	Rate	Hr	Amoun
Engineer I	17.04	2	34
Draftsman 53	15.55	53	824
Inspector	18.35	2	36
Survey Crew	55.55	4	222
Eng. Material	.020	6	12
SUB-TOTAL			1129

EQUIPMENT

Survey Truck	3.00	4	12
Inspector Car	1.90	2	3
SUB-TOTAL			15
TOTAL ENGINEERING			1145

PAVEMENT REPAIR

Kind	Sq. Ft.
By ODOT Contractor	

PAVEMENT REPAIR COST -0

Remarks:

Est. by KHO Date ______

Checked by K. E. Date ______

75-

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Portland WCL -- N. Oswego Avenue	WEEK ENDING October 18,1985 SECTION PREFIX C09539
	HIGHWAY FAU 9956 (N Col. Blvd)	COUNTY Multnomah
NAME OF JOB Portland WCL--N. Oswego Ave.	KIND OF WORK Grade, Pave, Structures, Illuminate, Landscape	
CONTRACTOR Cascade Construction Company	CONTRACT NUMBER 9539	FEDERAL AID PROJECT NUMBER IX-9956(12)
DATE OF CONTRACT August 31, 1984	DATE WORK STARTED September 16, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 3,215,176.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 2,980,497.05	ENGINEERING AUTHORIZATION $ 234,679.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,886,503.05	ENGINEERING COST TO DATE $ 411,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 175 %	DATE PROJECT WAS COMPLETED: June 15,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Illumin.	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16385	16470						
PERCENT	100	Deleted						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13				
MONDAY 14				
TUESDAY 15				
WEDNESDAY 16				
THURSDAY 17				
FRIDAY 18				
SATURDAY 12				

CONTR. NO: 9539

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13 **SUNDAY**	No activity October 12 through October 18,1985.
14 **MONDAY**	
15 **TUESDAY**	
16 **WEDNESDAY**	
17 **THURSDAY**	
18 **FRIDAY**	
12 **SATURDAY**	

REMARKS

Third notification has not been sent in. We have submitted the semi-final to Region.

This will be the last weekly report.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

95:1

July 3, 1985

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON 5

Re: Time Extension Review
Oswego Ave.-Portland WCL
Contract No. 9539
FAP No. IX-9956(12)

This will confirm the results of our meeting of July 2 with you to review the adjustment of contract time on this project. Our previous adjustment of contract time included an allowance for weather conditions that were not "reasonably predictable". This allowance did not include the cumulative effect of the weather conditions on completion of the project earthwork. Our review with you indicated that a further adjustment of contract time is warranted to provide for these "downstream" effects of the "reasonably unpredictable" weather conditions.

Therefore, a contract time adjustment of an additional 40 calendar days is granted due to weather conditions that were not reasonably predictable. The adjusted contract time of completion for this project is 566 calendar days. There remains 74 calendar days of liquidated damages under this contract.

An appropriate adjustment in the State share of Railroad Protective cost days will also be made. Project Manager Lobaugh will initiate a Price Agreement to accomplish this.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

cc: C. O. Fredrickson
Al Harwood
Chuck Lobaugh
FHWA
Bruce Walton

TE/179

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Metro Region

DATE: June 12, 1985

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated I have requested additional obligation of federal funds on federal aid project No. IX-9956(12) - Portland W.C.L. - N. Oswego Ave. in the amount shown.

Current Obligation	Present Estimate	Increase
$2,742,935.00	$2,742,935.00 (580)	$ 54,992.00
	54,992.00 (178)	

DDB:bkb
Attachment
cc: Gary Zehner, w/attach.
Wayne Schulte, Metro (w/attach)
General Files

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

NOTED
W. E. SCHWARTZ

June 7, 1985

OSHD
Chuck Lobaugh, Project Manager
3700 S. E. 92nd
Portland, OR 97266

RE: Columbia Blvd. OSHD 9539

Dear Sir:

We have received Mr. W. E. Schwartz's letter of May 13, 1985 with the adjustment of contract time for this project. We do not have any additional data to present as we maintain that the unusually wet year created an impossible situation for constructing an embankment, which prevented us from starting the bridge as we pointed out in our request. We maintain that this should have been a sufficient reason to grant our request for all of the liquidated damages.

As offered by Mr. Schwartz we request a more detailed review for the following reasons:

1. There is no allowance for time for Exhibits AB&C, which our Subcontractor maintains are legitimate claims for time extensions.

2. Following Exhibit C in our request is an item of 10 days which has been ignored. Our Vice President of Operations, Mr. Richard LaDick is very adamant that your field crews made a staking error on the GT line which caused this delay.

3. Nothing has been indicated on whether some of the excess Railroad charges are to be rebated due to the 101 days granted in the letter.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO
FOR

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Exhibits A and B and paragraph 2 above are related to staking errors, and although nobody is perfect, we do not believe the contractor should be held accountable for errors by the OSHD.

If we cannot reach an agreement after a more detailed review by you, we request a meeting with Mr. Schwartz to plead our case.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 2-28

M.C.
Exibits AB & C are Nelson's claims and are not settled yet.
I feel just as adamant as Mr. LaDick about Exhibit C.
The weather is ?????
What is the next step??
Chk.

RECEIVED
JUN 10 1985
PROJECT MGR:
CHUCK LOBAUGH

STATE OF OREGON **INTEROFFICE MEMO**

TO: Marion Craft
Region Construction Engineer

DATE: March 6, 1985

FROM: Chuck Lobaugh
Project Manager

SUBJECT: Portland WCL—N. Oswego Ave.
FAU 9956 (N. Columbia Blvd.)
Contract: 9539

CM MRE OE PRM CE
TCS RECEIVED ME
LAS [illegible] PDM
CEI Metro Region YAM
RAS PA EM BUD LM

Attached is contractors request for extension of time.

In analysing this request some facts which are pertinent are as follows:

1. Bids opened on August 26, 1982
2. Contract awarded August 31, 1982
3. Contract mailed for execution on Spetember 2, 1982
4. Calendar day count started September 15, 1982
5. Work on project commenced September 16, 1982
6. Contract time expired on November 13, 1983
7. Actual completion was June 15, 1984
8. The number of days liquidated damages was 215
9. The daily rate of liquidated damages is $450.00
10. The total amount of liquidated damages is $96,750.00

In my opinion there were several things the contractor could have done to speed up the job. He could have started work on Bent 2 & 3 in the fall of 1982, driven falsework pile for all spans and filled around them. He chose instead to try to complete the approach fills before starting the bridge, and then used mud sills and tinker toy falsework. Another thing that he could have done was to purchase sand or rocky material which could have been placed in the winter. You will see later in this analysis that there were delays which the State was responsible for, but they fall far short of the time requested by the contractor. His scheduling methods and materials might account for the difference.

Many of the extra work items meshed reasonably well with contract work and in my estimation caused very little, if any, delay. There was only one change order written at the end of the job that caused a delay.

The following is my own analysis of the work and the impact of factors that are beyond the contractors control or factors that he could not have anticipated when he bid the job.

91-125-1367

It is difficult to correlate workdays or days delayed with calendar days. In this analysis it will be understood that days mentioned will be calendar days.

The stage construction shown on the contract plans did not allow enough room to do the drainage work. We wrote P.A. No. 2 to extend bid items and do extra work along the north side in order to have sufficient width. I estimate that this change delayed the contractor 4 days. 4

Price Agreement No. 5 was written to almost double the sound berms. This additional work, at the time of year that the contract was let should be grounds for some additional time. The work was done along with other work but I feel they should be allowed the 24 days requested. 24

P.A. No. 7 was written to add pipe bedding through the landfill area. This P.A. has not been signed by the contractor because of a dispute in the unit price. However, the work was done, and it took about 4 additional days for this large outfall sewer work to be completed because of the bedding. 4

The contractor was shut down for several days at a time in May and June of 1983 for testing the pile hammer. During this period we also added 2 additional pile. P.A. No. 15 and No. 19 were writtens to cover the cost of the work. Because this was some of the best weather that we had during the entire life of the project I feel the overall impact on the completion was probably about 20 days. 20

P.A. No. 10 was written to cover the cost of an additional sewer stub because of a conflict with a large pressurized sanitary sewer. Our records show this delayed the drainage work by one day which had the same effect on the overall project. 1

EWO No. 3 was written because of an error on the bridge plans. Our records show that the bridge construction was delayed 3 days because of the revision. The bridge construction was critical to overall completion of the project. 3

EWO No. 4 was written to construct drainage curbs. This work could not be done until almost all other work had been completed. The contractor should be allowed the one day that this work took. 1

EWO No. 5 was written very near the original completion date and the work could not be done until most other work had been completed. The order was to relocate and reconnect water service for the railroad. The work took 2 days and that amount of time should be allowed in the contractors request. 2

In the fall of 1983 we wrote EWO No. 6 to cover the cost of erosion control. In the spring of 1984 the actual completion of the project was delayed approximately 2 days because of excessive cleanup of straw bales, mud in inlets, mud in drain lines, etc. which was the result of erosion. –

There is a pending dispute over the pour schedule shown on the bridge plans, and one over staking of the slope paving. If it is determined that this pour schedule was actually a contract change then they should be allowed 6 additional days. If it is determined that we made a staking error on the slope paving he should be allowed 2 days. 8

The attached weather chart along with an article from the Oregonian newspaper back up the contractors contention that we had very wet conditions during the life of the original contract. When they made their bid if they looked back at records for the ten year period 1972 to 1981 they could have expected 206 days of rain during the next 15 months. Instead there were 246 days of rain during that same period. I feel that the contractor should be allowed the difference which is 40 days. 40

A recap of my recommendations are as follows:

1. Revised Stage Const (P.A. #2)	4 days
2. Additional Sound Berms (P.A. #5)	24 days
3. Pipe bedding (P.A. #7)	4 days
4. Pile driving (P.A. #15 & 19)	20 days
5. Sewer Stub (P.A. #10)	1 day
6. Bridge plan error (EWO #3)	3 days
7. Drainage curbs (EWO #4)	1 day
8. Water Service (EWO #5)	2 days
9. Erosion clean-up (EWO #6)	2 days
10. Unusual Rainfall	40 days
TOTAL	101 days

I have a great deal of backup material such as pictures, diaries, daily reports, change orders etc. in my office, which might be of help in reviewing this request.

CL/pas/016

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date August 14, 19 84

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 425 to 640, within which to complete Section Oswego Avenue to Portland WCL (Columbia Blvd.), Contract No. 9539, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

We request an extension of time on this project of 310 days for the following specific reasons and a general delay of the project due to an unusally wet year. The calendar day count began on 9/15/82 and ended on 6/16/84; 640 days later. The allowable contract time was 425 days.

Specific requests for an extension of time due to Price Agreements.

P. A. No. 2 Approved 10/1/82 - This P. A. Added quantities of aggregate Base and "B" Asphalt mix to provide for additional width so that public safety was enhanced during the staging of the project.

Request - 1 day.

Respectfully Submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton V.P. Eng
George R. Morton, Vice Pres. Eng.

CONSENT OF SURETY

Date August 14, 19 84

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Nancy L. Kreutz
Attorney-in-fact
Nancy L. Kreutz

Doris A. Swanson
Resident Agent
Don Reger & Company

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Grant 161 calendar day time extension due to added work and weather.

Approved: D. B. Jackmond
For Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— Nancy L. Kreutz of Portland, Oregon ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 14. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 16. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 11th day of November 19 76

SEAL

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

S-2242 Rev. 6-82 Printed in U.S.A.

(Over)

State of Connecticut, County of Hartford—ss:

On this 11th day of November in the year 1976 before me personally came D. L. Banta to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

GLORIA D. SEEKINS

Gloria D. Seekins

Notary Public

My commission expires April 1, 1988

CERTIFICATION

I, Paul D. Tubach, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, certify that the foregoing power of attorney, the above quoted Sections 14. and 16. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 14th day of August 1984

Paul D. Tubach

Assistant Secretary, Surety

P. A. No. 5 - Approved 10/7/82 - This increased the quantity of embankment from 82,500 C.Y. by 12,000 C.Y to 97,500 C.Y. Due to the unusually wet weather area on the sound berm where this material was placed, we estimate that this additional embankment could be placed at the rate of 500 C.Y. per day.

Request - 24 days.

P. A. No. 6 - Furnish and Install 60' of 6" CMP under detour.

Request - 1 day.

P. A. No. 10 Approved 4/22/83 - Sewer Stubout from Manhole.

Request 1 day.

P. A. 15 - Approved 10/7/83 - Additional time on two piles.

Request 1 day.

P. A. 19 - Approved 3/16/83 - Reimbursement for costs incurred while testing piling for proper bearing.

Request - 14 days.

During negotiations on this Price Agreement there was a general agreement that this caused a two week delay in the job progress.

P. A. 21 - Approved 3/6/84 - Install 200' of 6" coated perforated pipe.

Request - 1 day.

Specific requests for an extension of time due to Force Account items.

F. A. 2 - 1 day
F. A. 3 - 14 days
F. A. 4 - 2 days
F. A. 5 - 4 days
F. A. 6 - 2 days

23 days

In addition to the above requests due to changes in quantities or additional work, we also request an extension of time for the following items which delayed the bridge work. Since the bridge completion was necessary to complete the remaining work these items delayed the project completion.

Exhibit A - Letter from our Subcontractor, Nelson International Ltd. dated 8/5/83 regarding a staking eregarding a staking error.

Request - 1 day.

Exhibit B - Letter from Nelson International Ltd. Dated 5/1/84 regarding a staking error on the slope paving.

Request 7 days.

Exhibit C - Letter from Nelson International Ltd. concerning a discussion on deck pours.

Request 21 days.

The GT line was finally paved on 6-14-84. The City of Portland Water Dept. had placed a water line across this line, and we had graded and rocked it in preparation of the paving. When the Oregon Highway Division crews restaked the area it was discovered that the area was higher than the design grade. Upon excavating to the new grade, we found that the water line was too high also. We lost a total of ten days to get all of this corrected and did the final paving on the GT Line. Since this was the main item of work remaining, as during this time only minor cleanup work was performed elsewhere, we believe that we should be given the full ten days.

Request - 10 days.

In addition to the above specific delays to the project we present the following request for 215 days based on the unusally wet weather encountered during 1983 which completely stopped our efforts to construct the bridge abutments. The earth abutments were necessary for the completion of the bridge, and consequently the completion of the project.

The project was bid on August 26, 1982 and awarded on August 31, with a start date of September 15. We started erecting Temporary Protection and Direction of Traffic devices on September 16 and proceeded from there with the construction of the project.

This project required the Construction of a detour entruding into the north toe of the embankment. Our preliminary schedule indicated that we would pave the detour the first week of November. Although we had to wait for a city water crew and N. W. Natural Gas crews to place new lines and the railroad to move a switch control box we managed to complete the paving of the detour on 11/17/82.

We were then able to detour the traffic and start the grading work for the abutments. As the attached climatological data indicates the rains started on 11/16/82 for five days, stopped for five days and then started again. During the period of 11/16 to 11/30 we experienced 2.85 inches of rain which was 81% of the total rain in November. We immediately ran into trouble building the abutments for the bridge. December compounded the problem as it rained for 19 days of 31, with 2.12 inches departure from normal. This was an increase of 35% more rain than normal. January of 1983 had 19 days of rain and the amount was the normal rainfall. February turned into a very wet month 98% more rainfall than normal. February has normally been a very good construction month. March with 88% above normal rainfall again prevented us from making any headway with the construction of the embankment for the bridge abutments. April and May were below normal rainfall, allowing us to dry the embankment, complete the bridge abutments to grade as required by Section 203.39 which states, ie. "Embankments at the end of bridges and extending away therefrom for 3 times the fill height at each bridge end shall be in place and compacted prior to the time that work begins on the bridge ends."

During the period of November 29, 1982 until April 26, 1983 while we were attempting to construct the embankment it rained, including traces, 68.8% of the available time including Saturdays and Sundays. We began by hauling a mixture of rock and earth from a local quarry. On the third day of hauling material to the project the Project Manager shut down the operation as we could get no compaction due to the wet weather. We then used sand borrow to attempt to continue. However, by December 18, 1982 it was apparent that we were accomplishing nothing, even though we attempted to dry the material and also several times removed the material which had become too saturated to allow us to try again. During January and February of 1983 it was useless to attempt to construct an embankment as they both had 23 days of traces or more of rain.

We started driving piling on May 5, 1983 five months behind schedule. The original schedule anticipated nine months to construct the bridge enough to detour the traffic. The bridge was constructed in ten and one half months from the start of the pile driving to the opening on March 22, 1984.

The bridge construction schedule was delayed by the following reasons.

P. A. 15 - 1 Day
P. A. 19 - 14 Days
F. A. 3 - 14 Days
Exhibit A - 1 Day
Exhibit B - 1 Day
Exhibit C - 21 Days

Subtotal - 52 Days

In addition to the 52 days included above the delay in the construction of the embankment forced the bridge construction critical pour areas into the winter of 1983-84. During November the rains increased 67.3% above normal, and the average temperature for December was a new record low. We are unable to document the time lost during this winter caused by these severe conditions, but are convinced that our Subcontractor worked diligently when weather conditions permitted to construct the bridge within the original time table. However, being delayed five months caused them to work during a severe winter.

As evidence of the severity of the rains during this period you will note that F. A. No. 6 directed us to place straw bales along the sidewalk next to the sound berms to keep the topsoil from flowing into the street. In addition we also were called upon several times to remove slides from the permanent embankment adjoining the detour. We also placed used pile cutoffs along the toe of this slope to keep the detour from being plugged.

Later we found that this condition on the east side had been exaberated by an anomally in the ground water. A spring decided to escape through the embankment, evidently from an adjoining cut on the south side of the east abutment. This condition was corrected with P. A. 21.

Upon finishing the bridge deck, we were faced with providing a proper surface on which to place the impact panels. In order to get the job finished we placed crushed rock under the panels, at additional expense, because any other fill material would not have been compactible in the wet weather encountered.

We finally routed traffic over the bridge, and were faced with completing the embankments, over the detour during a very wet spring. The east embankment, of course, was almost saturated due to the spring mentioned before. We feel fortunate that we were able to finish the work in June 1984, which happens to be the wettest June on record.

Due to these circumstances we petition for all of the 215 days of liquidated damages, as we believe we pursued the project as diligently as possible under very severe weather conditions.

Back up Data

Exhibit D - Local Climatological Data
(15 documents November 1983 thru December 1984)

Exhibit E - Summary of Exhibit D.

Summary of Extension of Time Requests

Price Agreements	- 43 days	
Force Accounts	- 23 days	95
Exhibit A,B,C	- 29 days	21
Wet Weather	-215 days	
Total	310 days	

EXHIBIT E

	No. of Rainy Days	Inches Above or (Below) Normal Amounts
October 1982	21	0.85
November	21	(2.10)
December	19	2.12
January 1983	23	0.07
February	23	3.85
March	24	3.19
April	15	(0.44)
May	11	(0.78)
June	20	0.48
July	16	2.22
August	7	1.16
September	9	(1.22)
October	14	(1.10)
November	28	3.48
December	18	(1.11)
	269	10.67

Days Included 426   Normal Rainfall   52.63 inches

% of days with	% Rainfall
Rainy Weather 63.15%	Above Normal 20.27%

EXHIBIT A

2-28

TO: CHUCK LOBAUGH - PROJECT MANAGER
HIGHWAY DIVISION
3700 SE PORTLAND, OR

FROM:
Nelson International Ltd. ENGINEERS & CONTRACTORS
P.O. Box 23305
Tigard, Oregon 97223

SUBJECT: COLUMN LAYOUT SURVEY DATE 8-5-83

CHUCK:

THIS IS TO CONFIRM A CONVERSATION BETWEEN DAVE NELSON AND YOURSELF ON 7/7/83 REGARDING NELSON INTERNAT. TIME LOST DUE TO SURVEYOR'S ERROR WHEN LAYING OUT OFFSETS OFF COLUMN LINE.

ON 6-27 THE STATE SURVEY CREW MARKED ON FTG @ BT 3 LINES AS OFFSETS TO FRONT & REAR COLUMN FACES. ON TUES. 6-28, AFTER NELSON'S CREW HAD USED THE OFFSETS TO MEASURE COLUMN STEEL FOR LINE AND HAD DECIDED TO ADD 2" TO WIDTH OF COLUMN, IT WAS DISCOVERED THE OFFSET LINES CONVERGED AND WERE IN ERROR. OUR CREW LOST FROM 7AM TO APP. 12 NOON, WHEN THE SURVEYORS COMPLETED PLACING OFFSET LINES A 2ND TIME. WE ALSO LOST THE AFTERNOON OF 6-27 WORKING OFF THE BAD OFFSET LINES. FOR THIS REASON WE ARE

REPLY TO BY

DATE

REQUESTING AN EXTENSION OF 1 DAY AND RESERVE THE RIGHT TO REQUEST FURTHER LOSS DUE TO IMPACT ON SCHEDULE AND LABOR LOSS.

RECEIVED
SEP 0 1983
PROJECT MGR.
CHUCK LOBAUGH

RETURN PART 1 TO SENDER WITH REPLY BY

White - Return with Reply • Yellow - File for Follow-Up • Pink - File Copy

O: OSHD EXHIBIT B

FROM:

Nelson International Ltd. ENGINEERS & CONTRACTORS
P.O. Box 23305
Tigard, Oregon 97223

SUBJECT: GRADE ERRORS - SLOPE PAVING DATE 5/1/84

We have found errors on the south west side grades staked for our slope paving. On Monday, 4/30/84, we spent 2 hrs w/ 2 men to find that there was an error. On Tuesday we spent 6 hrs w/ 2 men digging by hand to correct what we originally thought was the correct grade in addition to the couple of hours it should have taken to exc for the curb.

Our cost to date is approximately 16 hrs @ 23/HR = $368 for the hand exc plus 1/2 hr cat time.

We will have more time w/ the cat & man to regrade the slope to correct what was a staking error. We feel we should be compensated for whatever it takes to correct the error.

REPLY TO

BY

DATE

RETURN PART 1 TO SENDER WITH REPLY

BY

White - Return with Reply • Yellow - File for Follow-Up • Pink - File Copy

EXHIBIT C

Nelson
International
Ltd. ENGINEERS &
CONTRACTORS

Sheet ____ / ____

PROJECT: Col. Bolw
DATE: 9/16/83
SUBJECT: POUR SCHEDULE CLARIFICATION
BY:

ATTENTION: CHUCK LOBAUGH

RE: POUR SCHEDULE

AS DISCUSSED PREVIOUSLY, WE HAD PLANNED TO POUR THE BOTTOM SLAB AND STEM SECTIONS IN AS FEW POURS AS THREE, POURING FROM BT 1 TO JUST PAST BT 2, FROM JUST PAST BT 2 TO JUST SHORT OF BT 3, AND FROM JUST SHORT OF BT 3 TO BT 4. IT IS OUR OPINION THAT THE POUR SCHEDULE ON DWG # 36820 CLEARLY STATES THAT THE BOTTOM SLAB AND STEM SECTION POURS MAY BE ANY LENGTH AND MAY EXTEND OVER ANY PART OF A SPAN OR SPANS SO LONG AS THEY END AT A FALSEWORK BENT AND NOT AN INTERIOR PERMANENT BENT.

ON 8/17/83, I RECIEVED FROM DON BIEKER OF YOUR OFFICE A DETAIL TITLED POUR SCHEDULE CLARIFICATION WHICH LIMITS THE STATEMENT MADE ON DWG # 36820.

IF WE WILL BE REQUIRED TO POUR PER THE 8/17/83 POUR SCHEDULE CLARIFICATION, WE FEEL WE ARE ENTITLED TO PAYMENT TO COVER THE EXTRA COSTS INCURRED. ON THE FOLLOWING PAGE I HAVE LISTED SOME OF THESE EXTRA COSTS AND HAVE ATTACHED ESTIMATES TO OBTAIN AN APPROXIMATE VALUE.

IF WE ARE REQUIRED TO POUR PER THE 8/17/83 POUR SCHEDULE CLARIFICATION, WE WISH THE STATE TO CONSIDER THIS A CLAIM TO COVER THE EXTRA WORK INVOLVED.

Nelson International Ltd. ENGINEERS & CONTRACTORS

Sheet ______ / ______

PROJECT: Col. Bow DATE: 9/16/85

SUBJECT: Pour Schedule Clarification BY: ______

Bottom Slab:	
2 EXTRA BULKHEADS (IN, OUT, CLEANUP)	
200 LF @ $10/LF	2000
GRIND & SACK (AS REQUIRED) JOINT UNDERNEATH	
APP 2 MD	400
EXTRA PUMP AND POUR DAY SET-UP COSTS	
$200 EACH	400
COST OF FINISHERS FOR EXTRA HOUR NOT BEING	
EFFICIENTLY USED BECAUSE OF SMALLER	
POURS BUT 8 HR MIN.	
4 FINISHERS X 5 POURS X 3 HR PER POUR X 25/HR	1500
SCHEDULE IMPACT	
SHORING RENT ETC 4 DAYS @ 250/DAY	1000
TIME EXTENSION @ ______ DAY =	______
STEMS	
2 EXTRA BULKHEADS: 16 STEMS @ $90 EA, IN, OUT, CLEANUP =	1440
EXTRA PUMP AND POUR DAY SET-UP COSTS ($200 EA X 2)	400
GRIND & SACK (AS REQ) ON OUTSIDE STEM JOINTS	200
SCHEDULE IMPACT	
SHORING RENT ETC (250/DAY X 4 DAYS)	1000
TIME EXTENSION 4 DAYS @ ______ =	______
IMPACT ON TOP DECK FORMING CONTINUITY	$500
O/H AND PROFIT	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:
CON 5

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Re: Time Extension Request
Oswego Ave.-Portland WCL
Contract No. 9539
FAP No. IX-9956(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 61 calendar days is granted due to work performed under Price Agreements and Orders for Extra Work. A contract time adjustment of an additional 40 calendar days is granted for weather conditions that were not reasonably predictable during the life of this contract.

The adjusted contract time of completion of this contract is 526 calendar days. There remains 114 calendar days of liquidated damages under this contract.

Should you wish a more detailed review, or to submit additional data, please contact Project Manager Chuck Lobaugh.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bruce Walton

TE/169

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: April 1, 1985

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT:

PORTLAND WEST CITY LIMITS TO NORTH OSWEGO AVENUE
North Columbia Blvd.
Contract No. 9539

CE.... CAE .... RECEIVED LS......TC......
COE.... OM.... SA......CC......
OE .... APR 3 1985 FE ......CP ......
CA............ PQC............
CAM .... CONSTRUCTION OCS............
EEO............ SECTION FILE............

Attached is a contractors request of an extension of time, and in his analysis he lists several items which he claims contributed to the overrun time for a total of 310 days. The overrun on the contract time was 215 days. The contractor included in his request copies of the local climatological data for the month of October, November, and December of 1982 and for the entire year of 1983. These copies are on file in the region and unless requested will not be sent to the construction section. The summary sheet provided by the contractor reflect the data on these climatological data sheets.

Chuck Lobaugh lists some pertinent data in his letter concerning the contract and the time situation on the contract. He has made an analysis of the various requests submitted by the contractor and his analysis shows the 101 day time extension could be justified. The basic difference between the contractors analysis and ours, is the amount of time that has been recommended due to the weather. The contractors request includes 95 days for price agreements, force accounts, extra work and so forth, and [redacted] 215 days due to weather conditions for a total of 310 days.

Chuck Lobaugh has listed nine items involving additional work changes and so forth, for a total of 61 days and has recommended 40 days due to the unusual rainfall, for a total of 101 days. I've talked with Chuck at some length on this, and neither one of us are comfortable with the analysis and the number of days we have allotted due to the unusual rainfall.

Both 1982 and 1983 were record years as far as rainfall is concerned. The forty days arrived at by Chuck is arrived at by considering the direct result of time loss due to rain. This does not consider the long-term lingering effects of a large amount of rainfall in any particular month and this weather did have an effect on the construction of the fills, the sound berms, and partly on the structure.

5-13-85

W. E. Schwartz -

I concur with Project Manager and Region, except I cannot agree with Region's arbitrary tripling of the weather delay. Therefore, a time extension of 101 calender days is recommended.

O. B. Jackmond

-125-1307

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. SEE BELOW

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/1/85

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Portland West City Limits - North Oswego Ave.

11. GENERAL DESCRIPTION OF WORK

Replace Survey monuments - set and file right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XXX CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/1/85 as requested in Mr. Fredrickson's letter of 4/11/85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 10 representing work to be performed by City of Portland forces is approved for a TEC of $5,000 Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

Info	Inves	RPD	D/R	Sign	Act	File

14. DATE 4/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1985-1029

bc: ✓Secretary of State - Please acknowledge
receipt of the attached claim on the
enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1985

FILED
FEB 22 1985
BARBARA ROBERTS

IN REPLY REFER TO
FILE NO.:

CON 5
#9539

Anderson's Erosion Control, Inc.
P. O. Box 205
Junction City, OR 97448

Attention: Russell Anderson

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated February 5, 1985, concerning the following Highway Division contract:

FILED BY:	Anderson's Erosion Control, Inc.
AMOUNT:	$14,000 plus attorney fees and court costs
FOR:	Landscape work (materials and labor)
AGAINST (Prime contractor)	Cascade Construction Company, Inc.
CONTRACT No.:	9539
PROJECT:	Portland West City Limits-North Oswago Avenue Section, FAU 9956, Multnomah County
SURETY:	The Travelers Indemnity Company
AGENT:	Don Reger and Company, Inc.

3-20-85 yz

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

The Travelers Indemnity Company
Attn: Surety Department
707 S. W. Washington Street
Portland, OR 97205

731 0188

Anderson's
EROSION CONTROL
INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

February 5, 1985

To: Oregon State Department of Transportation

Notice hereby is given that the undersigned ANDERSON'S EROSION CONTROL, INC. has a claim for additional landscape work including materials and labor in the sum of $14,000.00 plus attorney fees and court cost against the bond taken from CASCADE CONSTRUCTION COMPANY and TRAVELERS INDEMNITY INSURANCE CO. for the work on Portland W.C.L. - North Oswego Avenue FAU 9956 (North Columbia Boulevard) Oregon State Department of Transportation Contract number 9539.

Russell A. Anderson
Russell A. Anderson
Corporate Secretary

RECEIVED
FEB 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Associated Landscape Contractors of Oregon

member of international erosion control association, inc.

Associated Landscape Contractors of America

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DOT DIRECTOR
AUG 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.

CON 5

DATE: August 8, 1984

TO: Oregon Transportation Commission

H S Coulter

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE 181st Ave. Intch. (Eastbound Off-Ramp) Section
Columbia River Highway, Multnomah County
Contract No.9537

This federal aid interchange improvement project has been completed and it is now apparent that the final cost will exceed the project authorization by $23,750.00 or 7.0 percent.

Because of extremely heavy traffic in the project area and numerous truck crossings involved, it was necessary to use more flagging time than had been anticipated. Together with other incidental unanticipated items such as removal of temporary striping and addition of some permanent signing to benefit public safety, these items added more than $8,400 to the cost of the project.

When excavating for installation of a sewer line into an existing manhole, a conflict was encountered with an existing storm sewer pipe, necessitating adjustment and reconnection of the existing line. This work added more than $2,400 to the cost of the project.

Electrical conductors installed under the contract were damaged by a severe winter storm after the contractor had been released. Repair of the highway lighting facility added approximately $2,500 to the cost of the project.

Due to the location of the project and the nature of the work involved, it was necessary to do an unusual amount of re-staking of the several elements of work, thus causing construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase, except $5,810, is eligible for federal participation.

I recommend that the authorization be increased by $23,750.00 to a new total of $365,100.69. This matter will be on the consent calendar for the August 21 meeting.

cc:
Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO
IX-9956(12)

2 STATE PROJECT NO
See Below

2A COUNTY NAME
Multnomah

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO

5 ITEM NO
00127

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE 4/5/84	8 FEDERAL ROUTE NUMBER FAU 9956	9 STATE ROUTE NUMBER City Street

10 GENERAL LOCATION

Portland WCL - N Oswego Avenue

11 GENERAL DESCRIPTION OF WORK

Permanent pavement striping (materials and labor)

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BID
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER (Specify)

13 REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/5/84 as requested in Mr. Fredrickson's letter of 6/5/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 9 representing work to be performed by City of Portland forces is approved for a TEC of $5,500, Federal Funds $4,675.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO
FOR
Info | Inves | R/D | D.R | Gen | Act | File

14 DATE
6/19/84

15 SIGNATURE OF APPROVING OFFICIAL

16 TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1527 F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/84	8. FEDERAL ROUTE NUMBER FAU 9956	9. STATE ROUTE NUMBER City Street

10 GENERAL LOCATION:
Portland WCL - North Oswego Avenue

11. GENERAL DESCRIPTION OF WORK
Haul trees to contract site

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/18/84 as requested in Mr. Fredrickson's letter of 4/24/84 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 8 representing work to be performed by City of Portland forces is approved for a TEC of $2,443.68, Federal Funds $2,077.

RECEIVED
STATE HWY ENG
MAY 4 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
5/7

14. DATE 5/2/84	15 SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 6, 1984 FILE: CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Glenn Hossner

J. L. W

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

NOTED
H. S. COULTER

SUBJECT: Portland W.C.L.-N. Oswego Ave.
FAP No. IX-9956(12)
Contract No. 9539
Overtime Violations

Bonstan Construction Co., a subcontractor on this project, was found to have violated overtime requirements on payroll numbers 16, 18, 20 and 21. Seven employees were underpaid. Union agreements allowing four 10-hour days at straight time may have contributed to this violation.

Proper payment in the amount of $655.69 has been made to the affected employees with copies of canceled checks furnished as proof of payment.

Liquidated damages in the amount of $460.00 are being assessed for the 46 instances of overtime violations.

JLW:mk

bc: ~~H. S. Coulter~~
W. E. Schwartz
Jack Sollis
E. L. Hardt
Chuck Lobaugh

EEJ/M07

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO
FOR
Info Invas R/D D/N Sign Act File

Form 734-3122

~~Portland~~
or County?

ROAD DESIGN SECTION DES 16

Cost Analysis Group
Construction Section

March 28, 1984

Merlyn Anderson
Merlyn Anderson
Landscape Architect

Price Agreement No. 20
Portland WCL-N. Oswego Avenue Section
FAU 9956 (N. Columbia Boulevard)
Multnomah County
Contract No. 9539

The cost for the City to furnish the larger trees to the construction site is approximately the same as what the contractor would charge extra for guying the trees. This price agreement is to the State's advantage since the contractor was willing to guy the trees and also accept the additional work in planting the larger trees.

The larger trees have a root ball a little smaller than generally specified and the contractor was concerned about excessive loss during the establishment. These trees are healthy and have been well maintained so losses during establishment should be minimal (less than 10%). I think it is reasonable to compensate the contractor for any additional replants over the anticipated 10% loss in this instance.

I recommend the price agreement be approved.

MA:kkr

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Turpin
Trout
Wakeling

RECEIVED
MAR 28 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1:37

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX 9956(9)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00127

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12-19-83	FAU 9956	City Street

10. GENERAL LOCATION:
West City Limits - North Oswego Ave (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's letter of 12-12-83 I approve the program change adding "relocation assistance" to the character of proposed work and the revised R/W costs to a TEC $390,000 - FF $331,500.
(increase TEC $186,700 - FF $158,695 appro code 580)

It should be noted that the cost of the first Rivergate Auto Wreckers (file no. 51498) move in the amount of $16,944.60 is not eligible for Federal participation under the provisions of FHPM 7-5-3, para 4a(4).

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/22

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-19-83	John R Wichman	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 12, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration
[illegible]
[illegible]

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Program Change
Project No. IX-9956(9)
W. City Limits-N. Oswego Ave. (Portland) Sec.
City Street
Multnomah County

I request your approval of a program change on the subject project to include in the Character of Proposed Work, "Relocation Assistance" consisting of a business move at an estimated total cost of $63,400 as well as an estimated increase in right-of-way costs as indicated in the enclosed parcel by parcel tabulation.

Approval of this request will involve an increase of $186,700 in total cost and $158,695 in Federal funds with revised financing as follows:

	Appn Code	Total Cost	Federal Funds	Pro-Rata
Present	823	$ 203,300	$ 172,805	85.0%
Additional	580	186,700	158,695	85.0%
Total		$ 390,000	$ 331,500	

Enclosed are copies of a revised project agreement estimate and modification of project agreement which reflect the changes requested above.

CL:bkb
Enc.

cc: G. Zehner
K. Bunk
J. Peterson
General Files

Form 734-3122

April 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
MAY 3 '83
REFER TO
FOR
Info | Inves | H/D | D/H | Sign | Act | File

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line De-Energizing
Portland General Electric Company
Accommodate Pile Driving Operation
Portland WCL-N. Oswego Ave. Section
N. Columbia Blvd., Project No. IX-9956(12)

Confirmation of your verbal authorization for the City of Portland to proceed with contractual arrangements with Portland General Electric Company (PGE) for de-energizing aerial power lines to accommodate pile driving operations on this project as of April 28, 1983 is requested.

The City wishes to assure PGE that they will be reimbursed for the cost of de-energizing the power lines if the City and PGE come to an agreement that the City is obligated to pay such costs or if a court decision decrees that the City is obligated to pay.

Federal participation in the cost of the de-energizing work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 28, 1983 is approved ← Eligibility date – subject to determination of eligibility. CTC

CTChristianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
~~D. E. Swan~~
E. L. Hardt
Linda Gardner, Counsel, City of Portland
Gary Kennen
Pete Gonzalez
Charles Lobaugh

RECEIVED
[illegible]
RR & UTILITY UNIT

Portland

ROAD DESIGN SECTION DES 16

Chuck Lobaugh
Project Manager

Merlyn Anderson
Landscape Architect

January 17, 1983

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
18 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Portland WCL-N. Oswego Avenue
Contract 9539
Revised Landscaping

Additional sound berm plantings as shown on the revised plan sheet are compatible with the original plan. Type of plant material, locations and spacing are acceptable.

Revised street trees, as requested by the City of Portland, are equal in aesthetic and functional value to the original trees specified.

MA:kg

STATE OF OREGON **INTEROFFICE MEMO**

Highway 238-7450

DEPT. TELEPHONE

TO: Merlyn Anderson
Landscape Engineer

DATE: January 13, 1983

FROM: Chuck Lobaugh
Project Manager

SUBJECT: Portland WCL - N. Oswego Ave.
Contract 9539
Revised Landscaping

Additional sound berms, and a request by the City to use Wineleaf Sycamore maple trees required extensive revisions to the landscape plans. Enclosed is our version of a new plan. Please review this and return it so we can start negotiating with the contractor for a Price Agreement.

9 ½✓ ✓

#

14

xc: Marion Craft

OREGON

OFFICE OF
PUBLIC SAFETY
CHARLES JORDAN
COMMISSIONER

BUREAU OF PARKS
AND PUBLIC
RECREATION
WILLIAM V. OWENS
SUPERINTENDENT
PARK AND STREET TREE
DIVISION
STEPHEN F. GOETZ
CITY FORESTER
10910 N. DENVER
PORTLAND, OR 97217
(503) 248-4489

October 18, 1982

MEMO

TO: Dave Hill
Street & Structural Engineering
Public Works B/106 Rm/840

FROM: SG Steve Goetz, City Forester
Park and Street Tree Division
B/370

SUBJECT: Street Trees For Columbia Blvd. Project

Due to the overhead utilities which will be located in the R.O.W. on Columbia it is apparent that the Summit Ash trees originally specified will not be suitable.

The Tree Advisory Committee has reviewed the project and selected Wineleaf Sycamore Maple, Acer pseudoplatanus 'spaethi' as a suitable replacement. Please change the Landscape Specifications to reflect this change. We currently have an adequate number of the trees at 3"-4" caliper at our Nursery to make available to the job at wholesale cost.

3½"-4"
@101 ea.
by Mike Mosher

Any trees used on this project should be inspected and approved by my office prior to their installation. If you or contractors have any questions concerning this please call me at 248-4489.

SG:jm

Recieved & Noted
Nov. 4, 1982

7539 1.11.83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/16/82

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland WCL - North Oswego Avenue

11. GENERAL DESCRIPTION OF WORK
Service hook-up and energy consumed to light temporary detour

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/16/82 as requested in Mr. Keasey's letter of 12/27/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 6 representing work to be done by PGE is approved for a TEC of $340 Federal Funds $289.

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR
Info Inc R/D D/A Sig Act File

Orig to
1/13

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 13, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Street Light Removal
Portland General Electric Co.
Portland WCL-N. Oswego Ave. Section
FAU 9956 (Columbia Blvd.)
Multnomah County
Project No. IX-9956(12)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the removal, from their poles, of approximately 20 street lights and most arms owned by the City of Portland as of December 10, 1982 is requested. An estimate of cost is being prepared by PGE. A rough estimate of cost is $2,200. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 10, 1982 is approved

C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Charles Lobaugh
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
DEC 16 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
[illegible]
RR & UTILITY UNIT

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9956(12)
Portland WCL - N Oswego Ave
Multnomah County
State Force Order No. 3

Date: November 30, 1982

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to the November 18, 1982 letter from C. T. Keasey on the subject project requesting approval of an order to reimburse the City of Portland for energy, maintenance, and pole rental for the existing roadway lights during construction.

The illumination is a City of Portland obligation and should not be transferred to this project. Our participation is not appropriate in this situation as the existing illumination would have been used with or without construction during the time period. The unapproved State Force Order is being returned to Mr. Mitzel.

G.K. Hassner
for Dale E. Wilken

cc:
OSHD (C T Keasey)

cc: w/cy attachment
OSHD (H Mitzel)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/82

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland West City Limits - North Oswego Ave. Section

11. GENERAL DESCRIPTION OF WORK
Install temporary electric service hook-up; cut off existing luminaires, remove service hook-up when permanent lighting installed.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/15/82 as requested in Mr. Keasey's letter of 11/10/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 2 representing work to be performed by Portland General Electric is approved for a TEC of $1,300 Federal Funds $1,105.

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO M
FOR
Info Inves R/D D/R Sign Act File

14. DATE 11/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Portland

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: West City Limits-N. Oswego Avenue, North Columbia Boulevard

REGION: Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	7	326-1965	11-12-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 95,600	915 AUDITS	$	$ 600	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT		10	916 PHOTO-GRAMMETRY		15,100	934 GEOLOGY		
903 LOCAL GOVERNMENT		34,000	918 LOCATION		700	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		24,100	920 PROGRAM MANAGEMENT		1,000	937 HYDRAULICS		
906 BRIDGE DESIGN		35,300	921 SPECIFICATIONS		6,700	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,100	922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		9,100	923 ENVIRONMENTAL SECTION		4,500	950 TRAINING		200
910 REGION GEOLOGIST		1,800	924 D.O.T.		70	955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		700	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,800	926 FOUNDATION		5,600	980 PUBLIC HEARING		720
913 RIGHT-OF-WAY LIAISON		4,400	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		6,300	932 RAILROAD & UTILITIES		1,200			
						TOTALS	$ 250,700	$ 250,700
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$ 237,700
FEDERAL AID PROJECT NUMBER M-9956(3)						ADD. AUTH. REQUIRED		$ 13,000

LOCATION ENGINEER'S REMARKS

1 ✓

2

3 DWS

4

Lucy Watson

RECEIVED
10
ROAD DESIGN SECTION

Balanced Out

PREPARED BY	DATE 11-12-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/11/83
RECOMMENDED, REGION ENGINEER X	DATE 11-12-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-10-83
RECOMMENDED, LOCATION ENGINEER X	DATE 2/3/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-17-83	

734-1914 (7-82)

STATE OF OREGON
UTILITIES AND RAILROADS 378-6511

INTEROFFICE MEMO

ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: October 12, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Railroad Agreement
Portland WCL - N. Oswego Ave. (Portland) Sec.
North Columbia Blvd.
Multnomah County
Contract No. 9539
ODOT Agreement RR-1106
Project No. IX-9956(12)

RAILROAD COMPANIES
FILE No. [illegible]

Attached is the State's fully-executed counterpart of the Railroad Agreement relating to the subject project.

RDT/llr
Attachment
cc: D. E. Wilken, FHWA - w/copy
C. T. Keasey - w/copy
V. E. Skoog - w/copy - ATTN: Pete Gonzalez
D. E. Swan - w/copy (2)
E. L. Hardt - w/copy
J. B. Boyd - w/copy
Charles Lobaugh - w/copy

Contains Recycled Materials

539

Portland

ROAD DESIGN SECTION

DES 20-1

Chuck Lobaugh
Project Manager

October 11, 1982

Merle Anderson
Merle Anderson
Landscape Architect

Portland W.C.L.-N. Oswego Avenue
FAU 9956 (N. Columbia Boulevard)
Multnomah County

T Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Welch

RECEIVED
OCT 13 1982
ROAD DESIGN
SECTION

Do
Return
Br
Action

Dave Hill, City of Portland, phoned and requested lawn be seeded in the park area where the plans show removal of a roadway and topsoil replacement. The surrounding area is mowed and maintained as lawn. Most, if not all, the one acre of seeding and mulching on this project was calculated for the above-mentioned area. Please change the seed mixture specifications to the following:

Increase Creeping Red Fescue to 175 lbs. per Acre
Increase Chewing Fescue to 75 lbs. per Acre
Increase Perennial Ryegrass to 50 lbs. per Acre

Total = 200 lbs. per Acre

Delete other seeds shown in the specified mixture.

MA:ja

RECEIVED
TECHNICAL SERVICES
SEP 8 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]
E S HUNTER

ROW 18-4

September 7, 1982

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1800 S.W. 6th Avenue
Portland, OR 97201

Water Main Relocation
Portland WCL-N. Oswego Ave. Section
FAU 9956 (N. Columbia Blvd.)
Multnomah County
Project No. IX-9956(12)

Dear Mr. Goebel:

Reference is made to my letter to you dated July 30, 1982 regarding the cost share and method of payment of the Bureau of Water Works (BWW) share of cost for the installation of a 12-inch water main on the new railroad over crossing structure as part of the State's contract for the subject project.

I have been advised by the Highway Division's Accounting Section and Operation Programming Section that the method of payment for the BWW's share of the cost to install the 12-inch water main, as set out in paragraph six of my letter of July 30, 1982, is in violation of State statutes governing the allocation of highway construction costs. The terms of paragraph six are hereby rescinded. Statutes cited are ORS 366.425, 366.770, 366.775 and 366.785 - 366.820. Copies of the statutes are attached.

The method of payment of the BWW's share of cost is also not in conformance to the terms of the Construction-Finance Agreement entered into between the Department of Transportation, Highway Division and the City of Portland, approved by the City on March 19, 1980 and signed by the State Highway Engineer on April 1, 1980. Specific parts of the agreement cited are Paragraphs 2, 3 and 4 of the RECITALS; Paragraph 1 of STATE OBLIGATIONS; Paragraphs 3, 5 and 6 of CITY OBLIGATIONS; and Paragraph 1 of the GENERAL PROVISIONS. A copy of the agreement is attached.

Paragraph 1 of the GENERAL PROVISIONS of the City/State agreement states "City shall contribute 100 percent of the cost of any portion of the project in which federal funds do not participate". This would include BWW's share, 54%, of the cost to install the 12-inch water main.

Mr. Goebel
Page 2
September 7, 1982

The State has received the bids for the subject project. The contract has been awarded to the low bidder, Cascade Construction Company, Inc. Cascade's bid for the installation of the 12-inch water main is $33,835. BWW's share of the cost is $18,270.90. Please contact Dick Schmidt, Highway Coordinator, Bureau of Street & Structural Engineering, City of Portland regarding the procedure for the payment of the $18,270.90.

The State Attorney General's office has set forth an opinion, based on the statutes cited above, that a county or city must deposit its share of the project costs before work on the project can proceed. Therefore, your earliest attention to this matter will permit the highway project to proceed with minimal delay.

Yours truly,

Jack M Cartwright ab

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Attachments

bc: E. S. Hunter
E. L. Hardt
D. E. Swan
Don Harwell
Gary Kennen

(All with attachments)

CITY OF
PORTLAND, OREGON
BUREAU OF WATER WORKS

Francis J. Ivancie, Mayor
Carl Goebel, Administrator
1800 S.W. 6th
Portland, Oregon 97201
(503) 248-4178

August 5, 1982

Your File No:
ROW 18-4

Mr. Jack M. Cartwright
Utility Relocation Coordinator
State of Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Cartwright:

Transmitted herewith is the approved letter of agreement and copy submitted by you for my signature on July 30, 1982.

Sincerely,

Carl Goebel

C. Goebel
Administrator

CG:em
Enc.

xc: E.L. Hardt
Don Harwell
D.E. Swan
Gary Kennen

RECEIVED
AUG 6 1982
RR & UTILITY UNIT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW 18-4

July 30, 1982

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1800 S.W. 6th Avenue
Portland, OR 97201

Water Main Relocation
Portland WCL-N.Oswego Ave. Sect.
FAU 9956 (N. Columbia Blvd.)
Multnomah County
Project No. IX-9956(12)

Dear Mr. Goebel:

Bids were received by the Oregon Transportation Commission on the above-titled highway project on July 29, 1982. A 6-inch water main, located in N.E. Columbia Blvd., owned by the City of Portland has been found to be in conflict with the construction of the structure crossing over the railroad.

On July 15, 1981 the Bureau of Water Works was supplied with a set of Preliminary Plans for the project and advised of the conflict with the water facilities.

On September 17, 1981 the Bureau wrote Gary Kennen, Metropolitan Utility Specialist, requesting accommodation on the new railroad overcrossing structure for a 12-inch water main. The letter also requested the installation on the structure be included as a highway construction contract item. In March 1982 a preliminary drawing of the proposed 12-inch water main installation was supplied to the State.

On April 12, 1982, the Bureau supplied the State with final plans and specifications for the installation of approximately 253 feet of 12-inch water main on the new railroad overcrossing structure. The Bureau's April 12, 1982 letter proposed a cost share for the installation of the 12-inch main, due to the oversizing from the existing 6-inch main, based on the Bureau's tabulation of material bids for FY 80-81. The proposal was that the State's share would be 46% and the Bureau's would be 54%. This cost share is acceptable to the State.

Form 734-3122

AUG 0 2 1982

Upon award of the State's contract to the low bidder, the Bureau will be advised of the lump sum bid for the installation of the 12-inch water main on the railroad overcrossing structure.

Upon completion of the 12-inch water main installation by the State's contractor, the Bureau will be billed for 54% of the lump sum bid.

If the terms, as set forth above, for the installation and payment of the installation of the Bureau's 12-inch water main on the railroad overcrossing structure is acceptable to the Bureau of Water Works, please execute two copies of the letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

APPROVED: Carl Goebel
BUREAU OF WATER WORKS

Date: August 5, 1982

By: ____________________

JMC/llr

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Ed Hardt, Metro Region Engineer

DATE: September 2, 1982

FROM: Gary A. Potter, Manager Cam Gilmour/for
Environmental Section

SUBJECT: Sound Berm Extension
Portland WCL - N. Oswego Avenue
Columbia Boulevard
Multnomah County

NOTED
E. S. HUNTER

Attached is the final noise study report addendum and the approval of a sound berm extension for the subject project. Two ten-foot high landscaped sound berms, 678 feet and 925 in length, are proposed for this project. This would modify the eight-foot high berm (3:1 side slopes) shown in the construction plans by raising it two feet higher and constructing 2:1 side slopes. The sound berm locations and profiles are shown in Figures 2 and 3 of the noise study report. Please make the necessary arrangements so that these two sound berms are incorporated into project construction.

GAP:JM:dm

Attachment

cc: E. S. Hunter
Dwayne Christensen w/attach
Marion Craft w/attach
Donald Fantz w/attach

RECEIVED
TECHNICAL SERVICES
SEP 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

1527

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/82
8. FEDERAL ROUTE NUMBER FAU 9956
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Portland West City Limits - North Oswego Avenue Section

11. GENERAL DESCRIPTION OF WORK

Install temporary prefab road crossing with crossing protection, remove existing asphalt and plank road crossing and provide engineering inspection and flagging for N. Columbia Blvd M.P. 5.27 near Barnes, Oregon, St. Johns Branch.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 8/17/82 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company approved by the Highway Division on 8/11/82 at a total estimated cost of $56,548 Federal Funds $48,065.80.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO Molkring
FOR C
Info Inves R/D D R Sign Act File

14. DATE 8/26/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Portland

ROAD DESIGN SECTION

Tony George
Coordinating Engineer
Environmental Section

A.D. Olson
A.D. Olson (326-1965-907)
Preliminary Design Engineer

July 19, 1982

1 Verstoeg ✓
Anderson
3 Adams
2 Olson ADO
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Noise Barrier Cost Estimates
Portland WCL-N. Oswego Avenue
Columbia Boulevard
Multnomah County

There is no excess excavation material for construction of the proposed noise berm on this project. Approximately 60,000 to 70,000 cubic yards of borrow material will need to be obtained in order to complete the roadwork.

The proposed berm currently shown on the construction plans using 3:1 slopes does not appear to be an effective noise barrier due to a lack of height. Constructing this berm as designed would cost approximately $60,000 and includes $30,000 for 6,000 cubic yards of earthwork, including top soil and $30,000 for landscaping. Increasing the height of this berm to the top of barrier elevation as proposed using 2:1 slopes would require an additional 1500 cubic yards of material and would increase the cost approximately $5,000 to $65,000. The cost of landscaping would remain approximately the same.

The following noise berm estimates are based on constructing the new berms to the proposed elevations using 2:1 side slopes. Berm 2 is estimated as if the berm currently shown on the construction plans were not constructed. Earthwork estimates include topsoil.

Berm	Stationing (Top of Berm)	Earthwork (Quantity)	(Cost)	Landscaping Cost	Total Cost
1	42+00-48+78Rt	7300CY	$31,000	$29,000	$ 60,000
2	49+75-63+20Rt	14000CY	$59,000	$56,000	$115,000
3	64+00-65+00Rt	1200CY	$ 5,000	$ 5,500	$ 11,000

There would be no apparent adverse impact to the road design by constructing these noise berms.

This was discussed with Dave Hill, City of Portland and we were advised that field inspection of the sewer project indicates that there would be little excess material from the sewer contract.

The new berms, not including the raising of the presently proposed berm, would apparently cost an additional $126,000. The Final Negative Declaration was reviewed and no justification was found for any additional berms.

ADO:kg
Attachment

REFERRED TO
Board
Staudenmeyer
1 Cole
Mann
Erikson
Watson
Dorn
Lau
File
Due
BY FINAL DESIGN ENGINEER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

FROM: A. J. George, Coordinating Engineer
Environmental Section

Tony

SUBJECT: Noise Barrier Cost Estimates
Portland WCL-N. Oswego Avenue
Columbia Boulevard
Multnomah County

DATE: July 12, 1982

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 13 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

Please estimate costs and evaluate the engineering feasibility for the sound berms listed below. There is currently a City of Portland contract for sewer work along the south side of the project. The city has suggested that excess excavation materials could be used in construction of the sound berms and will proceed to direct the sewer contractor to dispose of this excess material in the sound berm area.

The City of Portland has asked that the proposed berm currently shown in construction plans be extended. The Park Bureau would grant the necessary easement for the berm extension and would maintain the area following completion of the project.

Berm	Stationing	Length	Height*	Elevation (see profile)
1	42+00-49+00 Rt.	700'	10'	58º - 74º
2	49+50-63+40 Rt.	1390'	10'	58º - 75º
3	63+80-65+00 Rt.	120'	10'	64º - 75º

*2:1 side slopes.

The location and profile of these earth berms are attached. The width of the berm is restricted due to the sidewalk on the north side and 48" sewer line on the south side. Openings in the sound berm occur at N. Swift Way and Charleston Avenue.

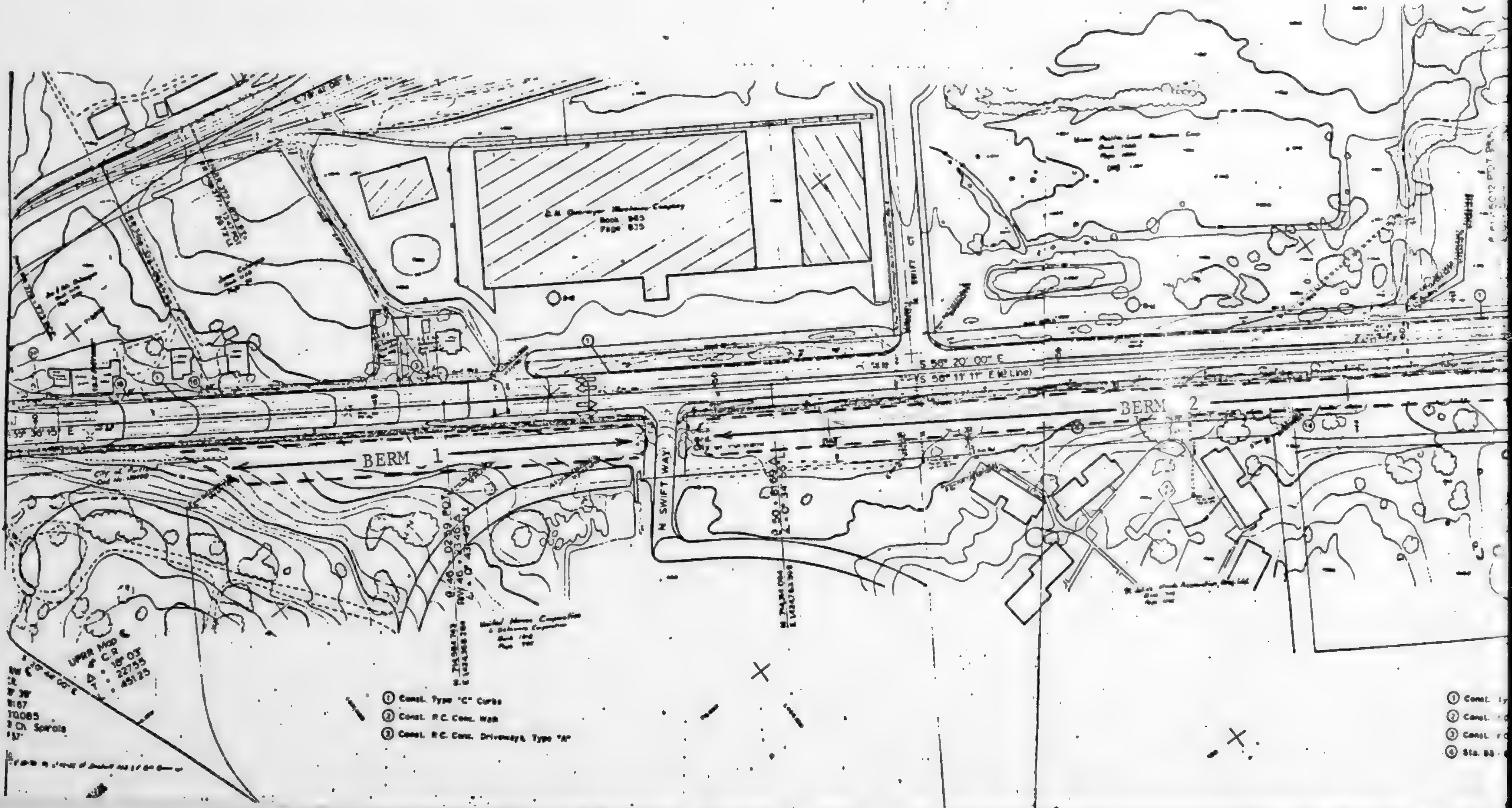
There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Jerry Morrison or myself if there are any questions.

AGJ:JM:lb

Attachments

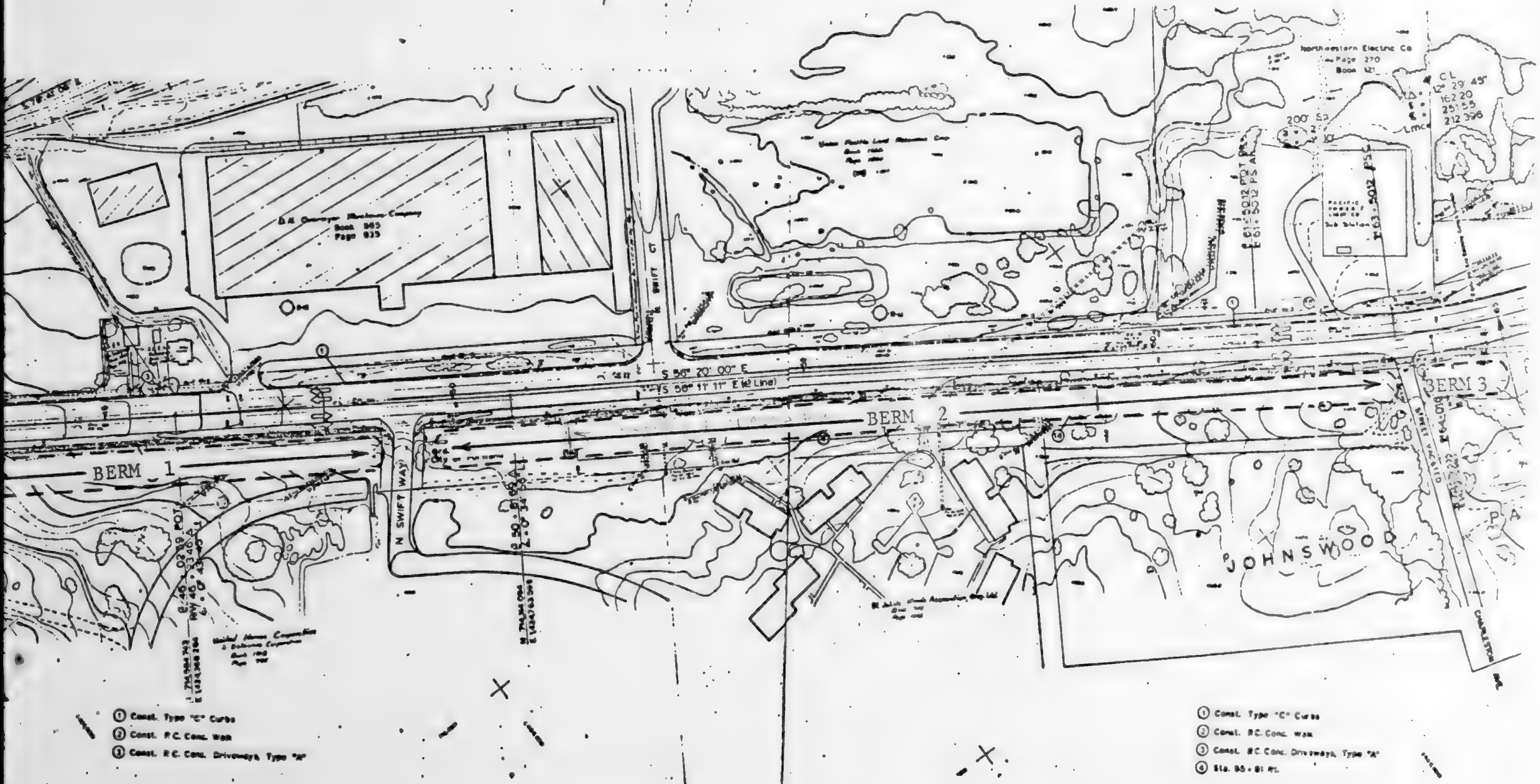
Portland WCL - N. Oswego Avenue
Columbia Blvd.
Multnomah County

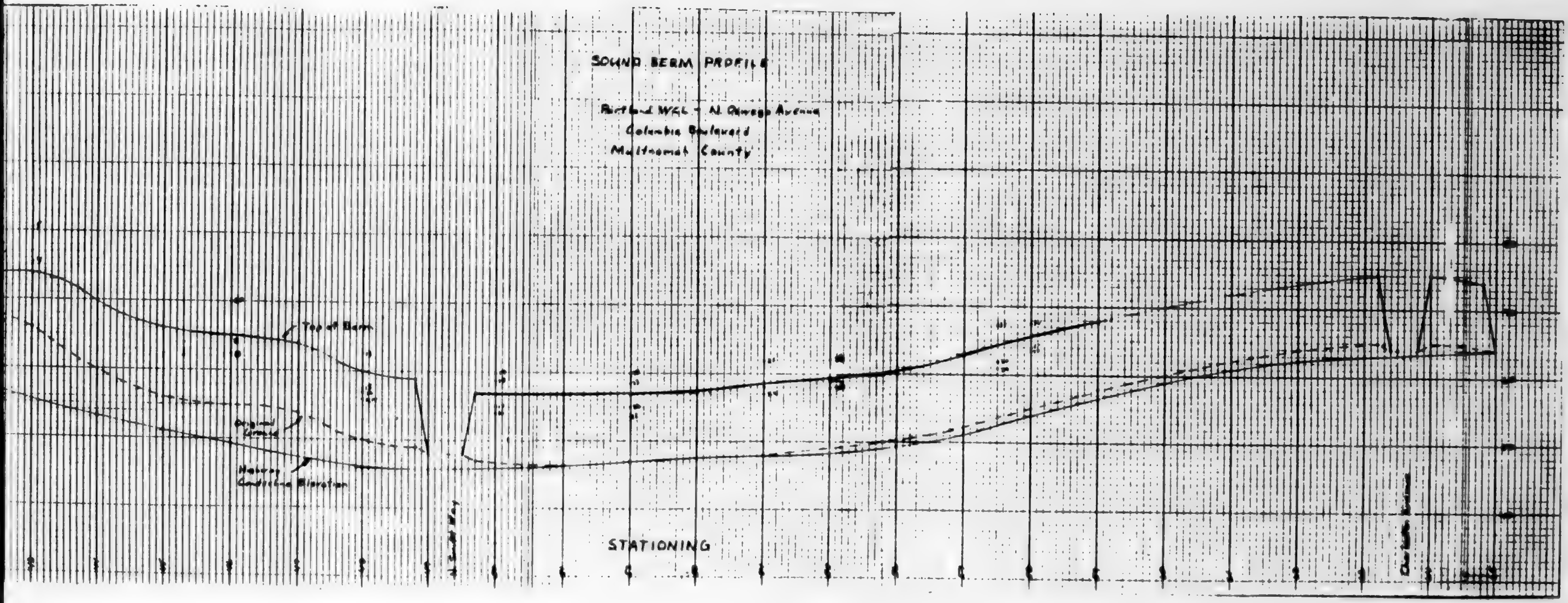
PROPOSED SOUND BERMS


BERM 1
BERM 2
N SWIFT WAY
N SWIFT CT
S 58° 20' 00" E
S 58° 11' 11" E (℄ Line)
UPRR Map ℄
C.R
Δ = 15° 03'
T = 227.55
L = 451.25
① Const. Type "C" Curbs
② Const. P.C. Conc. Walk
③ Const. P.C. Conc. Driveways, Type "A"

Portland WCL - N. Oswego Avenue
Columbia Blvd.
Multnomah County

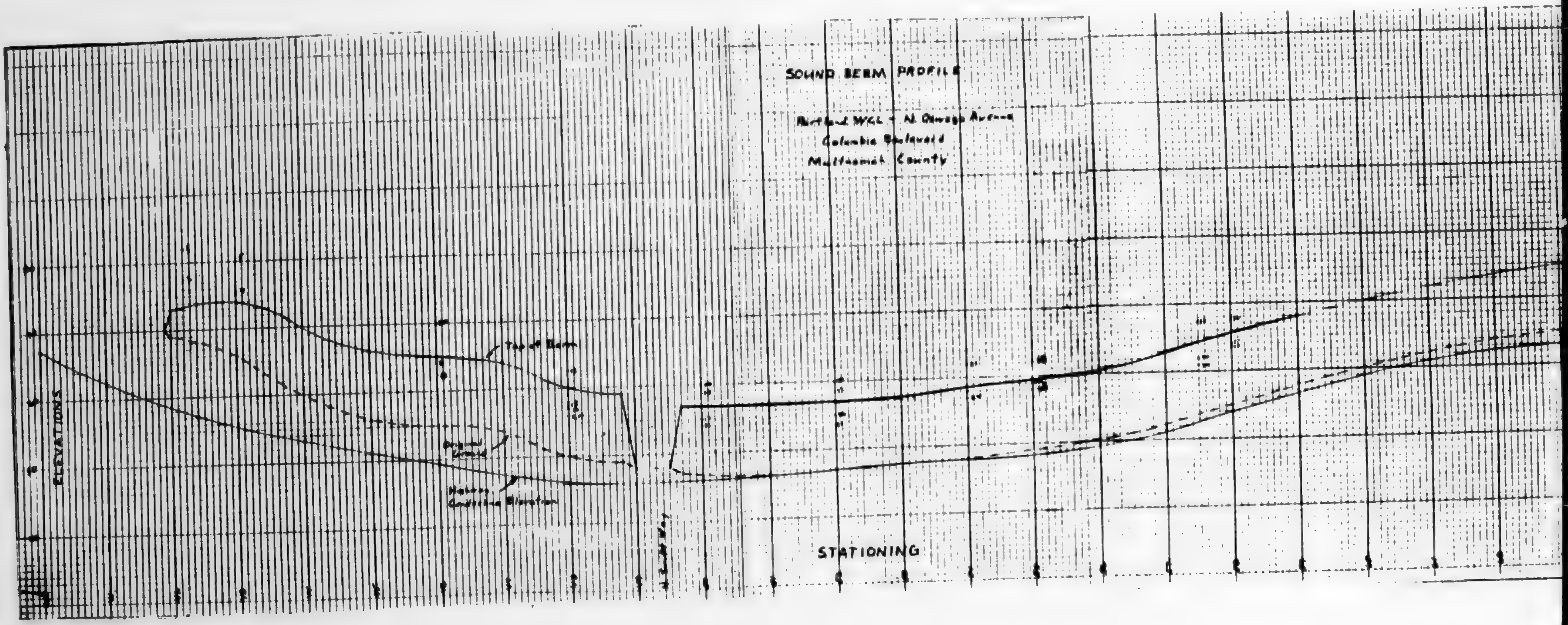
PROPOSED SOUND BERMS

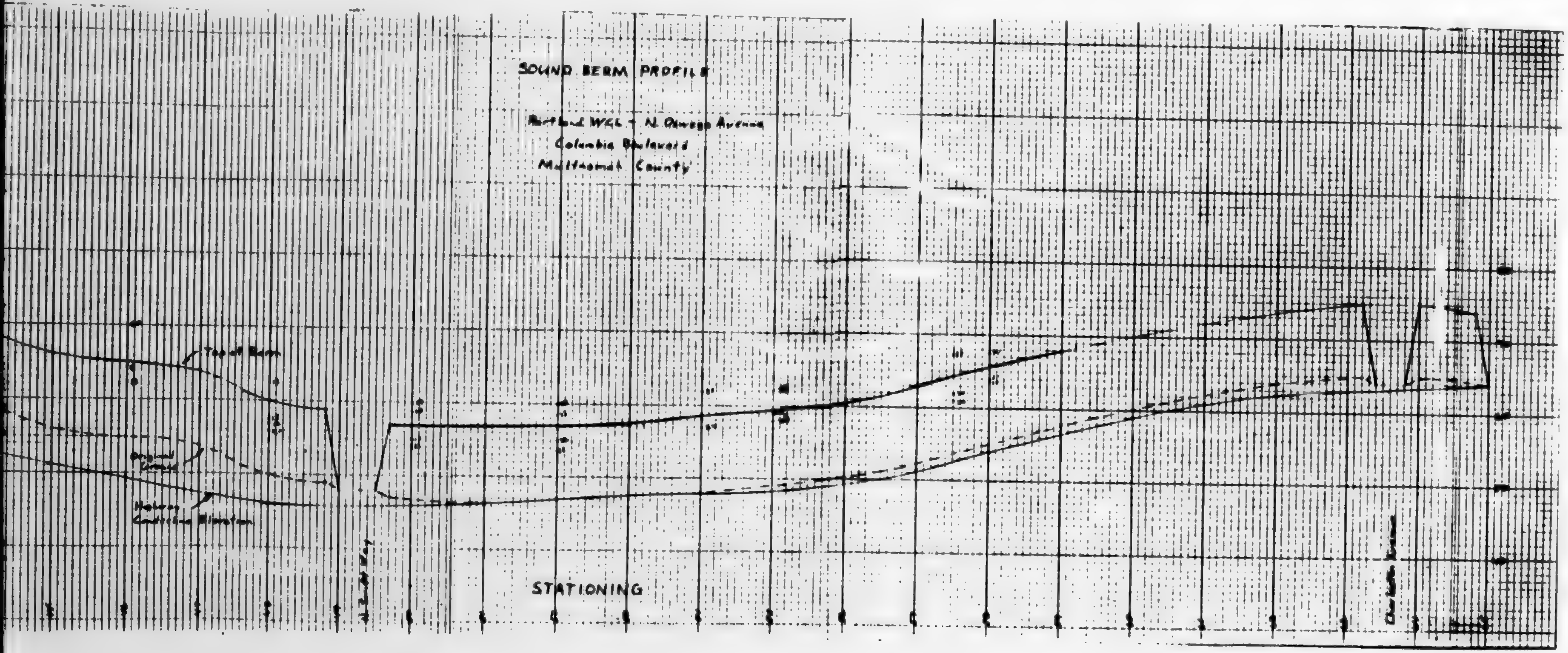

BERM 1
BERM 2
BERM 3
N SWIFT WAY
SWIFT CT
JOHNSWOOD
S 56° 20' 00" E
S 56° 11' 11" E (℄ Line)
Northwestern Electric Co
Page 270
Book 121
CL
200' Sp
① Const. Type "C" Curbs
② Const. R.C. Conc. Walk
③ Const. R.C. Conc. Driveways, Type "A"
① Const. Type "C" Curbs
② Const. R.C. Conc. Walk
③ Const. R.C. Conc. Driveways, Type "A"
④ Sta. 85 + 81 Rt.



SOUND BERM PROFILE

Portland WCL – N. Oswego Avenue
Columbia Boulevard
Multnomah County


SOUND BERM PROFILE
Portland WCL - N. Oswego Avenue
Columbia Boulevard
Multnomah County
ELEVATIONS
STATIONING
Top of Berm
Original Ground
Existing Centerline Elevation


SOUND BERM PROFILE
Portland WGL - N. Oswego Avenue
Columbia Boulevard
Multnomah County
Top of Berm
Original Ground
Natural Condition Elevation
N. Smith Way
Charleston Avenue
STATIONING

7537

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-7-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00127

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/82

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Portland W.C.L. - North Oswego Avenue Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
R.R. Protective Costs $60,000
Perm & Temp Pavement Striping S.F. $4,500
Remove Pavement Striping S.F. $600
Asphalt Cement Adjustment $11,000
on the job Trainees $1,600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above a shown in your Estimate.

Mr. Swan's 7/6/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,799,190 Federal Funds $3,229,311.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO [illegible]
FOR
Info | Invs | R/D | D-R | Sign | Act | File

Orig to [illegible]

14. DATE 7/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(12)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00127
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/7/82
8. FEDERAL ROUTE NUMBER FAU 9956
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland W.C.L. - North Oswego Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 6/28/82 you are now authorized to proceed with the actual adjustments to the City of Portland, Bureau of Water Works water facilities on an actual cost basis estimated to be $60,506 Federal Funds $51,430.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to [illegible]
7-17-82

14. DATE 7/7/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4527

STATE OF OREGON
RAILROAD & UTILITY UNIT

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: July 6, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1269
Crossing No. 2B-5.27 (Existing)
2B-5.27-A (New Overcrossing)
2B-5.29 (Temporary Grade Crossing)

Attached is a copy of Order No. 82-479 issued by the Public Utility Commissioner on July 1, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
Charles Lobaugh
M. Payne
J. L. Sollis
W. J. Hart

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 6 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 82-479

ENTERED July 1, 1982

PUC CROSSING NO. 2B-5.27 (EXISTING)
DOT CROSSING NO. 807 374 N

PUC CROSSING NO. 2B-5.27-A
(NEW OVERCROSSING)

PUC CROSSING NO. 2B-5.29
(TEMPORARY GRADE CROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1269

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct an overcrossing of N. Columbia Boulevard and Union Pacific Railroad Company St. Johns Branch, in Portland, Multnomah County, Oregon.	ORDER

On August 28, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of N Columbia Boulevard (formerly known as N Swift Boulevard), a street under the jurisdiction of the City of Portland, and the main track and right-of-way of Union Pacific Railroad Company, St. John's Branch, in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff by letters dated September 24, 1981, April 22 and 26, 1982; applicant by letter dated September 28, 1981; Union Pacific Railroad Company by letters dated November 18, 1981, March 4, April 19, and June 22, 1982; and Multnomah County by letters dated October 26, 1981, April 13 and 19, 1982. Applicant amended its application by letters dated March 1, 5, June 3 and 24, 1982.

ORDER NO. 82-479

ENTERED July 1, 1982

PUC CROSSING NO. 2B-5.27 (EXISTING)
DOT CROSSING NO. 807 374 N

PUC CROSSING NO. 2B-5.27-A
(NEW OVERCROSSING)

PUC CROSSING NO. 2B-5.29
(TEMPORARY GRADE CROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1269

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct an overcrossing of N. Columbia Boulevard and Union Pacific Railroad Company St. Johns Branch, in Portland, Multnomah County, Oregon.	ORDER

On August 28, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of N Columbia Boulevard (formerly known as N Swift Boulevard), a street under the jurisdiction of the City of Portland, and the main track and right-of-way of Union Pacific Railroad Company, St. John's Branch, in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff by letters dated September 24, 1981, April 22 and 26, 1982; applicant by letter dated September 28, 1981; Union Pacific Railroad Company by letters dated November 18, 1981, March 4, April 19, and June 22, 1982; and Multnomah County by letters dated October 26, 1981, April 13 and 19, 1982. Applicant amended its application by letters dated March 1, 5, June 3 and 24, 1982.

Copies of the application, amendments, and responses thereto were duly served upon the Union Pacific Railroad Company, City of Portland, Multnomah County, and applicant. No objection by any party has been made to the granting of the application as amended.

Applicant proposes to replace the existing grade crossing with an overcrossing to carry motor vehicle traffic over the Union Pacific's track and right-of-way on N Columbia Boulevard. The track at the crossing is the main track of the St. Johns Branch and acts as the lead track for Barnes Yard, located immediately to the east of the crossing.

The purpose of the project is to improve public safety and convenience to motorists and pedestrians. As a part of the project, N Columbia Boulevard will be widened from 44 feet to 64 feet, with an 8-foot sidewalk on the southerly side. The railroad-highway grade crossing is being replaced with a separated crossing in conjunction with the roadway widening project.

A temporary by-pass road with a grade crossing will be constructed approximately 100 feet northeasterly of the existing crossing for use during the construction. The automatic protective devices at the existing crossing, consisting of cantilevered flashing light signals, will be relocated to the temporary grade crossing during construction.

North Columbia Boulevard lies in a southeasterly-northwesterly alignment and crosses the Union Pacific's track at an angle of approximately 60 degrees. The average daily traffic on N Columbia Boulevard is estimated to be approximately 7,100 vehicles, and is expected to increase to approximately 8,000 vehicles upon completion of the project. Since 1970, there have been 12 reported train-vehicle accidents at the grade crossing. These accidents resulted in two fatalities and three injuries.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. Authority to relocate the existing grade crossing of N Columbia Boulevard approximately 100 feet northeasterly as a temporary by-pass road grade

crossing, and to construct an overcrossing of N Columbia Boulevard as requested herein is hereby granted upon the condition that physical construction of the overcrossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the authority expires on that date.

2. Applicant shall:

   a. Construct and maintain that portion of the temporary grade crossing lying outside lines drawn two feet outside each rail at the crossing, to accommodate a roadway 28 feet in width, consisting of two 2-foot gravel shoulders and two 12-foot paved travel lanes;

   b. Construct the overcrossing in accordance with Oregon Department of Transportation drawing No. 36216, dated June 8, 1981 (revised);

   c. Bear all the cost of the entire project less that portion borne by Union Pacific Railroad Company;

   d. Furnish, install, and maintain standard highway-type guardrail adjacent to each set of automatic signals at the temporary by-pass road grade crossing;

   e. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least 30 days in advance of any impairments; and

   f. Notify the Commissioner upon completion of the project.

3. City of Portland shall:

   a. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   b. Maintain all highway appurtenances to the overcrossing structure, and bear all the cost thereof; and

c. Bear all the cost of damage to the overcrossing structure caused by motor vehicle traffic on the highway.

4. Union Pacific Railroad Company shall:

    a. Bear $85,000 or five percent of the cost of the project, whichever is less;

    b. Construct that portion of the temporary by-pass road grade crossing lying between lines drawn two feet outside each rail, to accommodate a roadway 28 feet in width;

    c. Relocate the automatic protective devices and circuitry located at the existing N Columbia Boulevard grade crossing to the temporary by-pass road grade crossing, at appropriate locations not less than 15 feet from the centerline of track and not less than 20 feet from the centerline of the roadway, said signals to be activated by motion sensing type devices on the northeasterly approach to the crossing and track circuit type devices on the southwesterly approach to the crossing;

    d. Maintain that portion of the temporary by-pass road crossing lying between lines drawn two feet outside each rail and maintain the automatic signalization and circuitry ordered installed at the temporary by-pass road crossing and bear all the cost thereof;

    e. Remove the crossing surface and road material on the railroad right-of-way at the existing and temporary by-pass road grade crossings, after the overcrossing is opened to vehicular traffic; and

    f. Maintain the railroad track, railroad drainage, and all railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

After completion, the overcrossing structure shall have horizontal and vertical clearances equal to, or in excess of the Commissioner's minimum standard clearances and Union Pacific Railroad Company minimum clearances. While the structure is being constructed, however, it may be necessary to impair Commissioner's minimum standard clearances.

Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.e. above.

Made, entered, and effective 7/1/82.

JOHN J. LOBDELL
Public Utility Commissioner

7539

Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6

Date: June 29, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

D E Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Portland W.C.L.-N. Oswego Ave. (Portland)
North Columbia Boulevard
Project No. IX-9956(12)

We are also requesting a public interest finding in the City furnishing one hundred ninety-nine Summit Ash (3" to 4" caliper) trees rather than having them furnished by the contractor.

The City of Portland has requested on several occasions to furnish street planting trees rather than having them contractor furnished because trees of 3" to 4" caliper are not available in the large quantities and species required to accommodate the Cities street planting program.

Trees generally available to contractors are usually smaller in caliper and various in species. Smaller caliper trees have been tried by the City, but the mortality rate has been high enough that they feel justified in specifying larger trees.

On earlier projects where the contractor has been required to furnish the 3"-4" caliper trees we have generally ended up with smaller trees and substitutes of unwanted variety.

The specifications will contain the following information.

> 106.12 City-Furnished Materials - Street trees for this project will be furnished balled and burlapped at Sandy, Oregon by the City of Portland.
>
> For pick-up of City-furnished trees, the contractor shall notify the project manager and the City 30 days in advance of desired pick-up date.

With the above information in hand, we feel it is in the public interest for the City to furnish the one hundred ninety-nine trees at $165.00 each.

DAR:bkc

cc: Merlyn Anderson
Jack Sullivan
Jim McClure

✓ Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
JUN 30 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring
Action

June 28, 1982

ROW 18-4

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 29 '82
REFER TO
FOR

Info	Inves	K/D	D/A	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
Portland WCL-N. Oswego Ave. Section
FAU 9956 (N. Columbia Blvd.)
Multnomah County
Project No. IX-9956(-)

Here is a copy of an estimate of cost to adjust Bureau of Water Works' water facilities dated March 1, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was notified verbally of the conflict at a Utility meeting for the project held on November 25, 1981. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the water facilities occupy City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project.

There is a betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $60,506.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, Jack M. Cartwright, Gary Kennen

7539

6-21-82

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-9956(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
M-67

6. TO
Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/21/82

8. FEDERAL ROUTE NUMBER
FAU 9956

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Portland WCL - North Oswego Avenue

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/14/82 I approve the revised Preliminary Engineering Costs to a TEC of $237,700 Federal Funds $185,828.

(Increase TEC $16,650 Federal Funds $13,018)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
6/21/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

City- Portland

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 19, 1982

TO: DONALD R. ADAMS
Finals Design Engineer

File No: 326-1925

FROM: JAMES D. McCLURE
Project Development Manager

JMcClure

SUBJECT: Drainage Revision
Portland WCL - North Oswego
Columbia Blvd. Project

The City of Portland is requesting that we redesign the drainage system along the Union Pacific Railroad. The City feels that the 30-inch culvert pipes on each side of the railroad is unacceptable from a maintenance standpoint and questionable since the ditches outside of the railroad ballast are not well defined. Dave Hill with the City of Portland has discussed this with Vern Dougherty, Union Pacific Railroad, and he concurs with the design modification being requested by the City.

Attached is correspondence from the City along with a sketch showing the modified storm drain sytem summarized as follows:

- eliminate both 30-inch parallel culverts
- jack or bore two 12-inch pipes under the railroad
- install two additional G-2M inlets along the south side of the railroad
- relocate the two inlets on the north side of the tracks in the railroad ditch area

Please review the City's request and, if feasible, proceed with modifying the construction plans to this concept. If the design change is feasible, please forward me a copy of the revised plans as soon as possible and I will have the revised plan sheet hand-carried to Vern Dougherty who concurs in the modification; however, he will need final approval through their Omaha office. I am shooting for a fast turn-around since their approval is needed to obtain the railroad agreement to meet our May 27 bid letting.

po

cc: E. L. Hardt
J. H. Versteeg
Roger Trygstad
D. E. Fantz

Attachment

MEMO

CITY OF PORTLAND, OREGON
BUREAU OF STREET &
STRUCTURAL ENGINEERING

DATE April 19, 1982

TO Jim McClure OF ODOT-Metro

FROM Dave Hill OF C.P.-Arterial Engineering

	Forward to	Initial & Date
Note & Return		
Note & File		
Prepare Reply		
Prepare Report		
See Me		
Comment		
Initial & Forward as noted		

SUBJECT Columbia Blvd. Overcrossing Drainage

MESSAGE UPRR has requested culverts to aid drainage under the structure but they will not maintain culverts.

City of Portland is requesting that ODOT design an extension of proposed storm drainage system to pick up water (see attached sketch). City of Portland would maintain this extension as well as rest of system in this project.

A sketch needs to be prepared showing tentative locations of these field inlets (should be surrounded by ballast rock) and proposed grading to ensure drainage. Once this is prepared a copy should go to Roger Tnasted for his information and then I will take ODOT sketch and do a full court press on local UPRR officials (it will take ≈ 2 weeks to get approval out of OMAHA (headquarters).

MW 8-11-77

1851

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

April 7, 1982

MEMORANDUM

TO: Dave Hill, Bureau of Street & Structural Engineering

FROM: RGS R. G. Sunnarborg, Bureau of Sanitary Engineering

SUBJECT: N. Columbia Blvd - Oswego to West City Limits Plan Approval

We have reviewed the March 16, 1982 "Preliminary Copy" of the proposed N. Columbia Blvd State Highway improvement. Our comments are noted on the plans, but we have summarized the more important points below:

1. (Sheet 4) We feel that there may be a need for additional drainage for the low property to the north and south of Columbia Blvd at the Terminal Road underpass. It is possible that the twin 30" culverts along the railroad tracks will compound an already sensitive problem by concentrating runoff to one side of the highway. We suggest that this area be reviewed by the State Highway Department to insure that adequate drainage for the low areas around the underpass is provided.

2. (Sheet 5) Certain sewer lines are scheduled to be abandoned with the completion of the Rivergate Interceptor this summer. Therefore, any manhole reconstruction, etc., on these lines is unnecessary.

3. (Sheets 5 & 6) The existing 15" storm line, sloping to east, extends to west of N. Swift Way (drawing doesn't indicate this). Connection of the new line at this point would save approximately 100 ft. of sewer construction.

4. (Sheet 6) Grade of new 21" storm sewer conflicts with proposed Rivergate Interceptor.

If you have any questions concerning our comments, feel free to contact Ray Sims at 248-4209. Questions relating to Rivergate Interceptor should be directed to Dave Singleterry at 248-4633.

CBC:es

⑮ Sta 37+63
Const Manhole
Const Type "P" Inlets-2 (Total)
Inst. 10" Sewer Pipe-64' (Total)
Inst. 12" Sewer Pipe-198' (Total)
Tr Exc. 120 C.Y.

⑯ See Note 3, Sht. 5

⑰ Sta 33+18 To Sta 34+68 (Lt)
Const Guard Rail-125' (Type 2A)
-25' (Type 3)
(17A) Const. Anchor-1 (Type 1)
(17B) Inst End Piece-1 (Type C)
Drg. Nos. 2126, 2126A, 2126B & 2126D

⑱ Sta 37+11 To Sta 39+36 (Lt)
Const. Guard Rail-200' (Type 2A)
-25' (Type 3)
(18A) Const. Anchor-1 (Type 1)
(18B) Inst. End Piece-1 (Type C)

⑲ See Note 4, Sht. 4A

⑳ See Note 17, Sht. 3

㉑ Const. Appr.

㉒ See Note 13, Sht. 3

㉓ Const. Detour
Remove Detour As Directed

㉔ Const. R.R. Crossing
Inst. R.R. Signals
} By Others

㉕ Const. Commercial Ramp Type Driveway
(For Details, See Type 107, Sht. 2A-3)

㉖ Sta 31+00 To Sta. 33+88
Const. Guard Rail-262.5' (Type 1A)
-25' (Type 3)
(26A) Const. Anchor-1 (Type 1)
(26B) Inst. End Piece-1 (Type C)

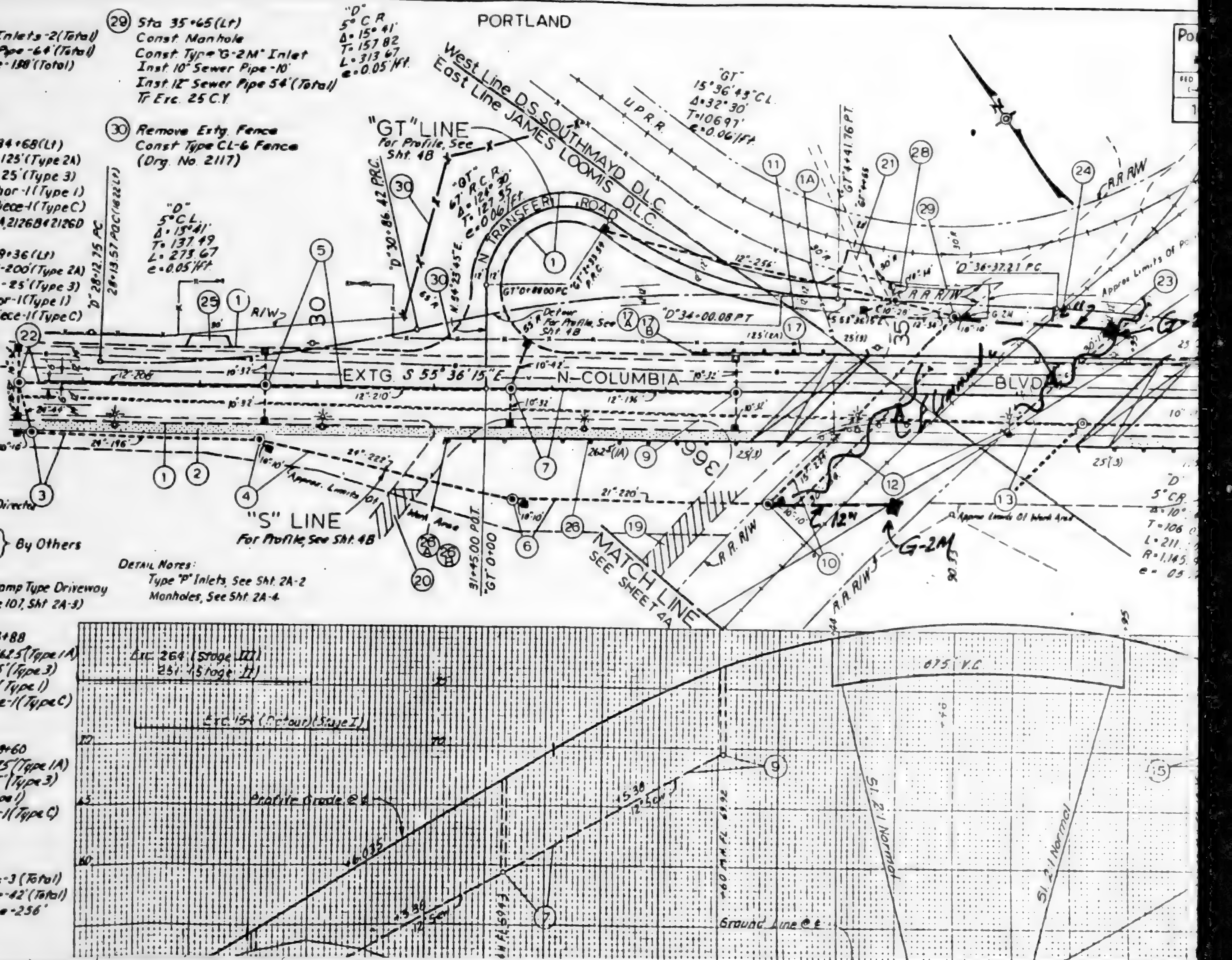
㉗ Sta 36+60 To Sta 38+60
Const. Guard Rail-175' (Type 1A)
-25' (Type 3)
(27A) Const Anchor-1 (Type 1)
(27B) Inst End Piece-1 (Type C)

㉘ Sta. "GT" 4+90
Const. Manhole
Const. Type "P" Inlets-3 (Total)
Inst. 10" Sewer Pipe-42' (Total)
Inst. 12" Sewer Pipe-256'
Tr. Exc. 75 C.Y.

㉙ Sta 35+65 (Lt)
Const. Manhole
Const. Type "G-2M" Inlet
Inst. 10" Sewer Pipe-10'
Inst. 12" Sewer Pipe 54' (Total)
Tr Exc. 25 C.Y.

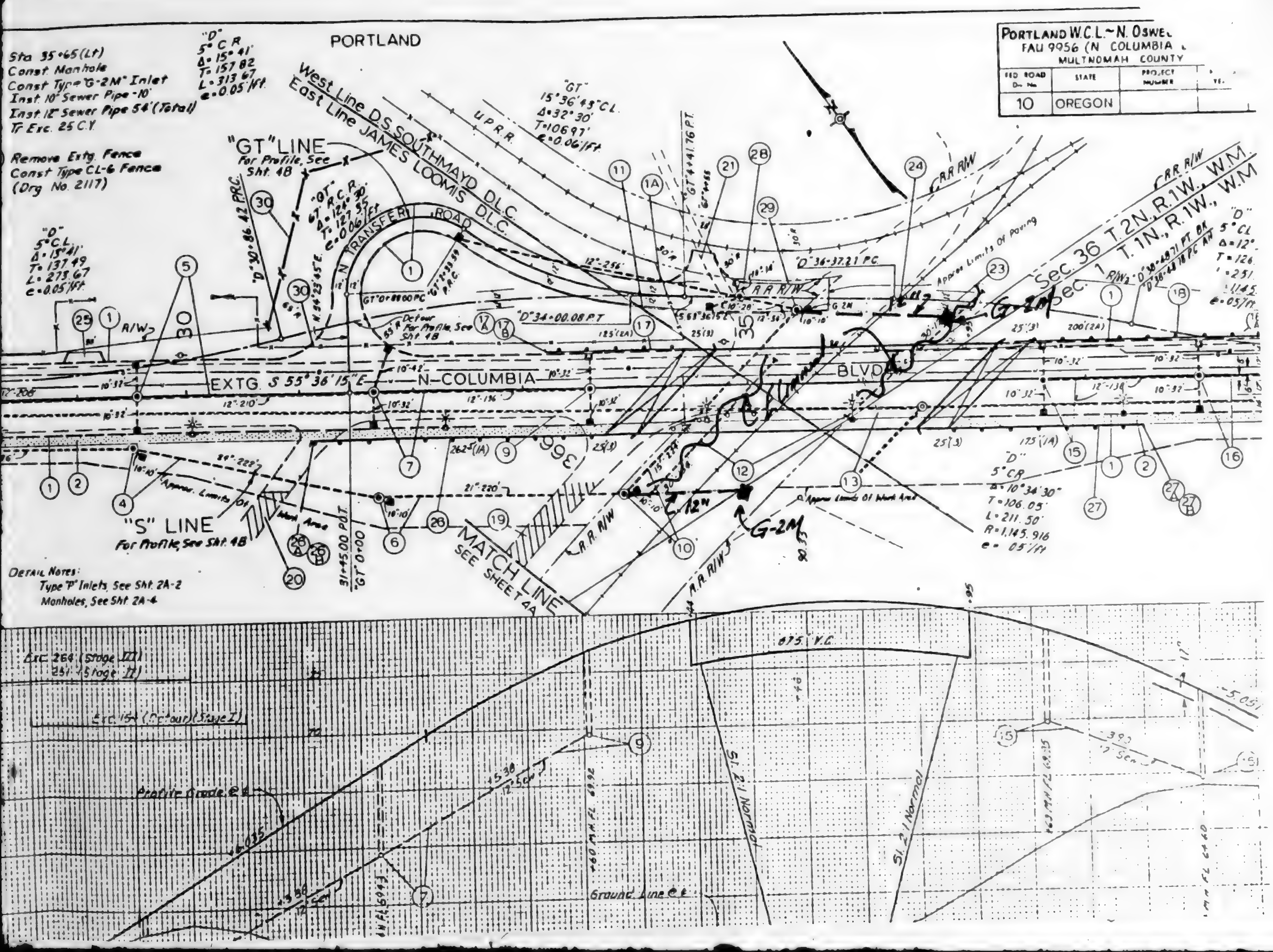
㉚ Remove Extg. Fence
Const Type CL-6 Fence
(Drg. No. 2117)

DETAIL NOTES:
Type "P" Inlets, See Sht. 2A-2
Manholes, See Sht. 2A-4


PORTLAND
"D"
5° C R
Δ = 15° 41'
T = 157.82
L = 313.67
e = 0.05'/ft.
"GT"
15° 36' 43" C.L.
Δ = 32° 30'
T = 106.97
e = 0.06'/ft.
West Line D.S. SOUTHMAYD D.L.C.
East Line JAMES LOOMIS D.L.C.
U.P.R.R.
"GT" LINE
For Profile, See Sht. 4B
"D" 28+12.75 P.C.
28+13.57 P.O.C. (18.22' Lt)
"D"
5° C.L.
Δ = 15° 41'
T = 137.49
L = 273.67
e = 0.05'/ft.
"D" 30+86.42 P.R.C.
N. 54° 23' 45" E.
N. TRANSFER ROAD
"GT" 0+88.00 P.C.
"GT" 4+41.76 P.T.
"D" 34+00.08 P.T.
"D" 36+37.21 P.C.
R.R. R/W
Approx. Limits Of Work Area
R/W
EXTG. S 55° 36' 15" E
N. COLUMBIA
BLVD.
30
366
35
12'-208'
12'-210'
12'-136'
24'-196'
24'-220'
21'-220'
262.5' (1A)
125' (2A)
25' (3)
"S" LINE
For Profile, See Sht. 4B
31+45.00 P.O.T.
"GT" 0+00
MATCH LINE
SEE SHEET 4A
G-2M
12"
"D"
5° C.R.
Δ = 10°
T = 106
L = 211.
R = 1,145.9
e = .05
Exc. 264 (Stage III)
251 (Stage II)
Exc. 154 (Detour) (Stage I)
Profile Grade @ ℄
Ground Line @ ℄
675' V.C.
Sl. 2:1 Normal
Sl. 2:1 Normal
72
70
65
60

PORTLAND W.C.L.~N. OSWE
FAU 9956 (N COLUMBIA
MULTNOMAH COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	YE.
10	OREGON		


PORTLAND
Sta 35+65 (Lt)
Const. Manhole
Const Type "G-2M" Inlet
Inst. 10" Sewer Pipe -10'
Inst. 12" Sewer Pipe 54' (Total)
Tr Exc. 25 C.Y.
Remove Extg. Fence
Const Type CL-6 Fence
(Drg No. 2117)
"D" 5° C R Δ=15°41' T=157.82 L=313.67 e=0.05'/ft.
"D" 5° C.L. Δ=15°41' T=137.49 L=273.67 e=0.05'/ft.
"GT" LINE
For Profile, See Sht. 4B
"D" 30+86.42 P.R.C.
"GT" R.C.R. Δ=126°30' T=127.35 e=0.06'/ft
West Line D.S. SOUTHMAYD D.L.C.
East Line JAMES LOOMIS D.L.C.
N. TRANSFER ROAD
U.P.R.R.
"GT" 15°36'43" C.L. Δ=32°30' T=106.97' e=0.06'/ft.
"GT" 4+41.76 P.T.
"D" 34+00.08 P.T.
"D" 36+37.21 P.C.
R.R. R/W
Approx. Limits Of Paving
Sec. 36 T.2N., R.1W., W.M.
Sec. 1 T.1N., R.1W., W.M.
"D" 5° C.L. Δ=12° T=126 L=251 R=1145 e=.05/ft
R/W
EXTG. S 55°36'15" E
N. COLUMBIA BLVD.
30
35
36
"S" LINE
For Profile, See Sht. 4B
31+45.00 P.O.T.
"GT" 0+00
Approx. Limits Of Work Area
MATCH LINE
SEE SHEET 4A
G-2M
12"
"D" 5° C.R. Δ=10°34'30" T=106.05' L=211.50' R=1,145.916 e=.05'/ft
Detail Notes:
Type "P" Inlets, See Sht. 2A-2
Manholes, See Sht. 2A-4
Exc. 264 (Stage III)
231 (Stage II)
Exc. 154 (Detour) (Stage I)
Profile Grade @ ℄
Ground Line @ ℄
875' V.C.
Sl. 2:1 Normal
+60 M.H. FL 69.92
+63 M.H. FL 69.35
M.H. FL 64.60
-5.05%
1 2 4 5 6 7 9 10 11 12 13 15 16 17 18 19 20 21 23 24 25 26 27 28 29 30 1A 17A 17B 26A 26B 27A 27B

9337

L

NOTED
H.S.COULTER

ROW 18-2

March 1, 1982

Mr. L. W. Walling, Jr
Transportation Specialist
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1269
Crossing No. 2B-5.27

Dear Les:

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct an overcrossing at N. Columbia Blvd. and Union Pacific Railroad Co., St. Johns Branch, in Portland, Multnomah County, Oregon.

On August 28, 1981 I sent an application for the subject separated grade crossing. We have since slightly revised the plans. The primary changes have been made to reflect revised horizontal clearances requested by the Union Pacific Railroad Co.

Attached for your use are 12 copies of drawing 36216 which should replace the drawing by the same number in the original application.

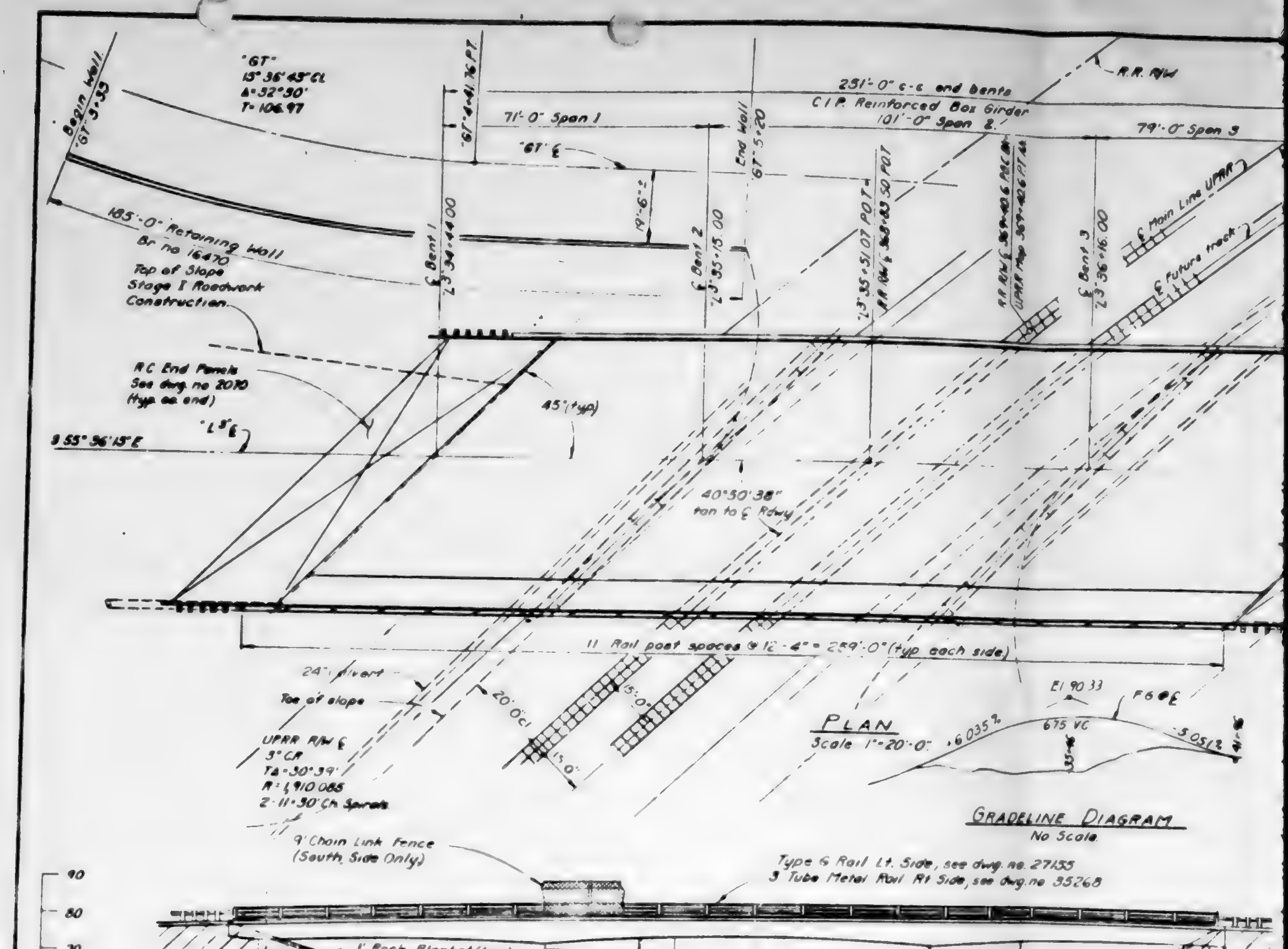
Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr

bc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Walt Hart - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
[illegible] 1 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File


"GT"
13° 36' 45" CL
Δ=32°30'
T=106.97
Begin Wall "GT" 3+33
185'-0" Retaining Wall Br no 16470
Top of Slope Stage I Roadwork Construction
"GT" 4+41.76 PT
71'-0" Span 1
"GT" ℄
19'-6"±
℄ Bent 1 "L" 34+44.00
End Wall "GT" 5+20
℄ Bent 2 "L" 35+15.00
"L" 35+51.07 POT
R.R. R/W ℄ 368+83.50 POT
231'-0" c-c end bents
C.I.P. Reinforced Box Girder
101'-0" Span 2
R.R. R/W
R.R. R/W ℄ 369+40.6 POC
UPRR Mp 369+40.6 P.I.
℄ Bent 3 "L" 36+16.00
79'-0" Span 3
℄ Main Line UPRR
℄ Future track
R.C. End Panels See dwg. no 2070 (Typ ea. end)
45° (typ)
S 55° 36' 15" E
"L" ℄
40°30'38" tan to ℄ Rdwy
11 Rail post spaces @ 12'-4" = 259'-0" (typ each side)
24" Culvert
Toe of slope
20'-0" cl
15'-0"
15'-0"
UPRR R/W ℄
3° CR
TΔ=30°39'
R=1,910.085
2-11+30 Ch Spirals
El 90.33
675 VC
F.G. @ ℄
-6.035%
-3.05%
9' Chain Link Fence (South Side Only)
Type 6 Rail Lt. Side, see dwg. no. 27155
3 Tube Metal Rail Rt Side, see dwg. no 35268
90
80
70
60
50
40
30
1' Rock Blanket (typ)
Fill
1½:1 normal
℄ Main Line UPRR
℄ Future Track
Sl 2:1 normal
Fill
24" Culvert
Groundline @ 42' Rt ℄
Exist Groundline @ 42' Rt ℄
24" Culvert
Bent 1
Bent 2
Bent 3
Bent 4
8'-6" R
R.R. ℄
5'-0"
21'-0"
Top of rail
9'-6" min
9'-6" min
8'-6"
Min clear to face of wall
20'-0"
Slope 2:1
Top of Rail
9'-3"
4'-6"
9"
4'-8½"
min clearance 24'-0"
7'-9"×9'-0" ties
8'-6"
7'-6"
7'-6"
15'-0"
24" Culvert

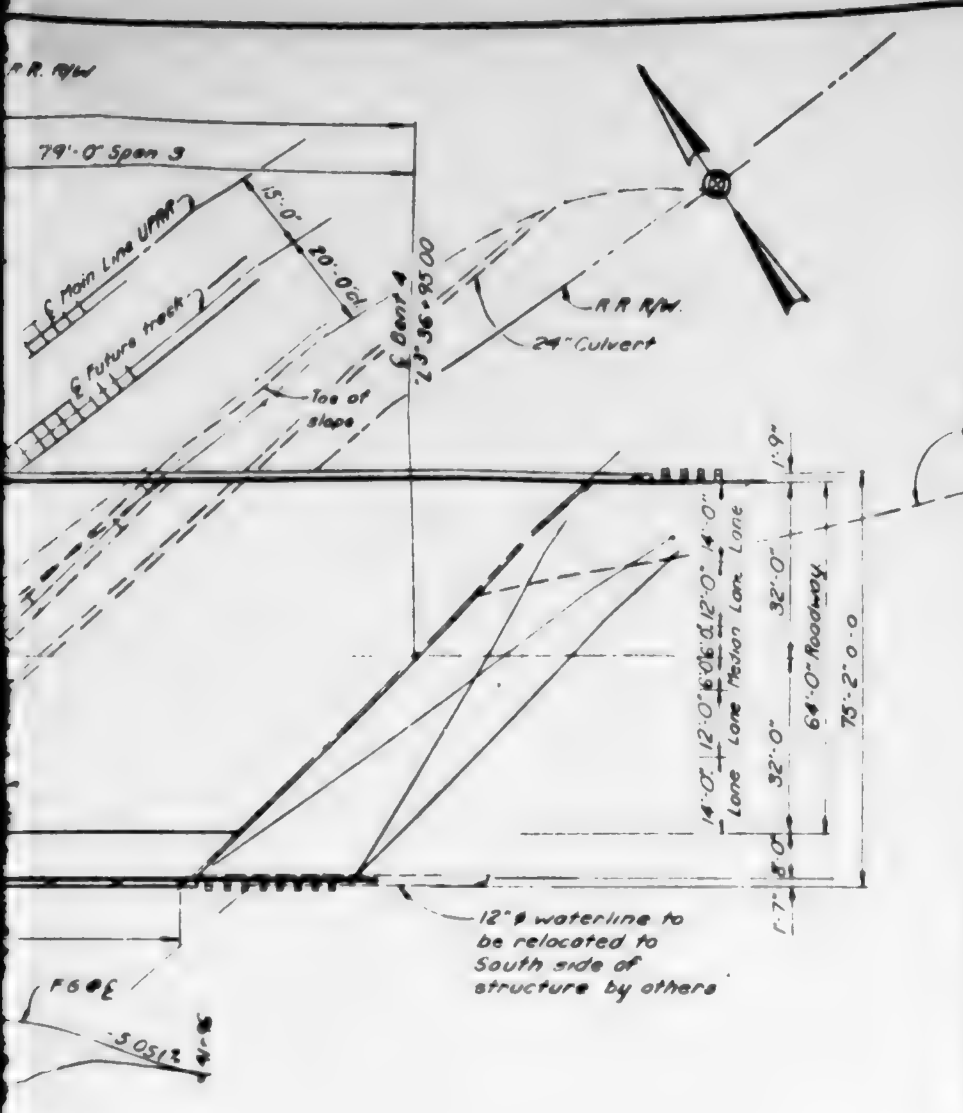
PLAN
Scale 1"=20'-0"

GRADELINE DIAGRAM
No Scale

ELEVATION
Scale 1"=20'-0"

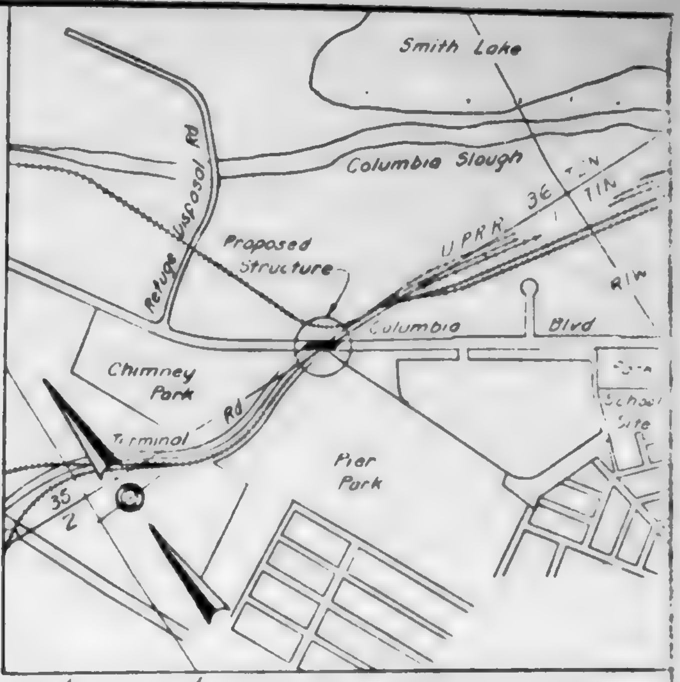
RAILROAD CONSTRUCTION CLEARANCES
UNION PACIFIC RAILROAD

RAIL ROAD CLEARA


R.R. R/W
79'-0" Span 3
15'-0"
20'-0"
℄ Main Line UPRR
℄ Future track
℄ Bent 4
Sta 23+36+95.00
R.R. R/W
24" Culvert
Toe of slope
1'-9"
14'-0" Lane
12'-0" Lane
6'-0" Median
6'-0" Lan.
12'-0" Lane
14'-0" Lane
32'-0"
32'-0"
64'-0" Roadway
75'-2" 0-0
1'-7
12" ⌀ waterline to be relocated to South side of structure by others
F6 ⌀ ℄

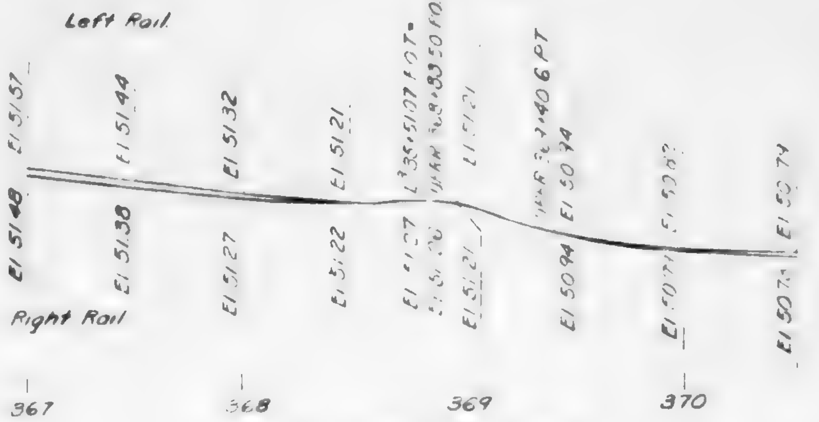
IAGRAM

Top of Slope Stage I Roadwork Construction.

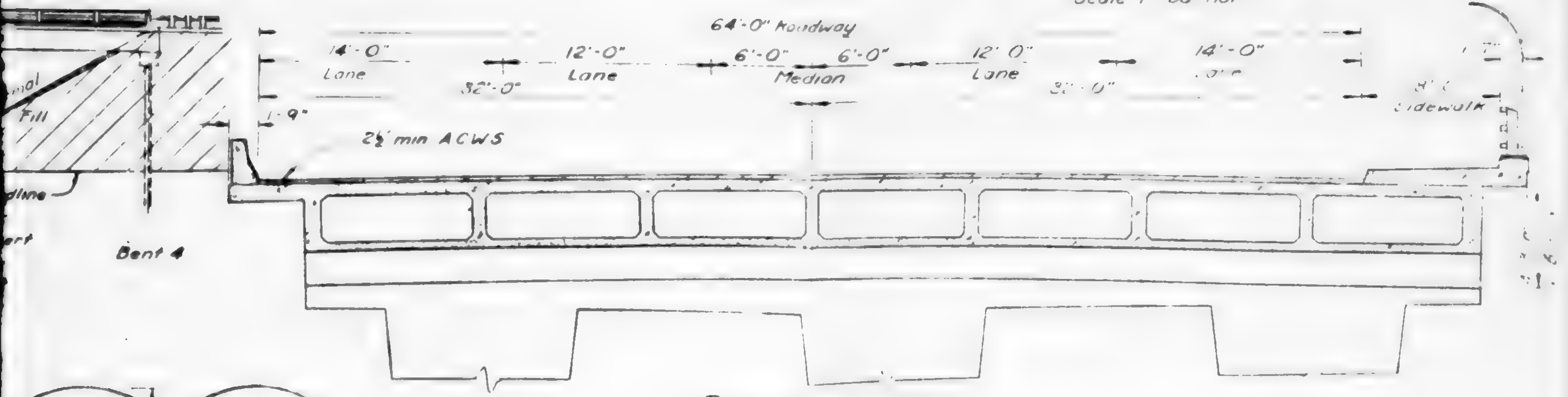

Smith Lake
Columbia Slough
Refuge Disposal Rd
Proposed Structure
UPRR
36
T1N
R1W
Columbia Blvd
Chimney Park
Terminal Rd
Pier Park
School Site
35
2

SE 1/4 of SW 1/4 of SEC 36, T2N, R1W. WM.

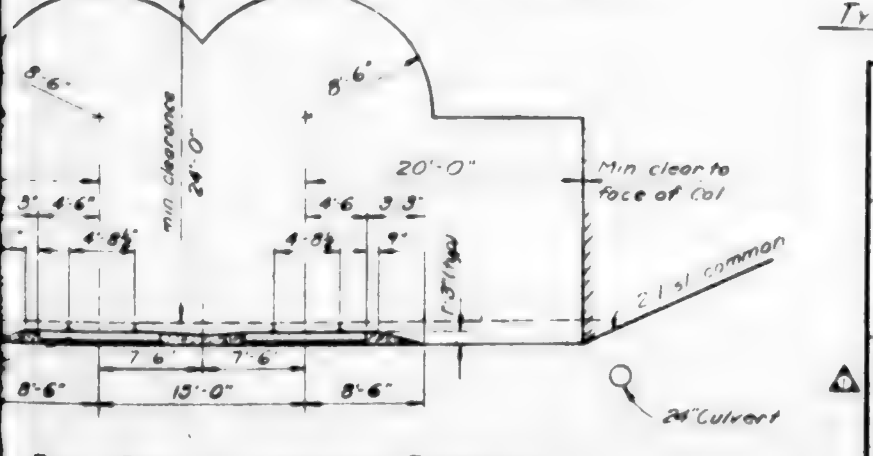
VICINITY MAP
No Scale


Left Rail
El 51.57
El 51.44
El 51.32
El 51.21
El 51.07
El 51.21
El 50.94
El 50.83
El 50.74
Right Rail
El 51.48
El 51.38
El 51.27
El 51.22
El 51.07
El 51.21
El 50.94
El 50.71
El 50.74
367
368
369
370

RAILROAD PROFILE
Scale 1"=50' Hor


64'-0" Roadway
14'-0" Lane
12'-0" Lane
6'-0"
6'-0" Median
12'-0" Lane
14'-0" Lane
32'-0"
32'-0"
Sidewalk
1'-9"
2½ min ACWS
Fill
Bent 4

TYPICAL SECTION
le 3/16"=1'-0"


8'-6"
8'-6"
min clearance 24'-0"
20'-0"
Min clear to face of Col
2:1 sl common
5'
4'-6"
4'-8½
4'-6
3'3"
4'-8½
9"
7'-6"
7'-6"
8'-6"
15'-0"
8'-6"
24" Culvert

RAIL ROAD CLEARANCES DIAGRAM

APPROVED
PE
STRUCTURAL DESIGN ENGINEER
PE
TECHNICAL SERVICES ENGINEER

DESIGNED J. Abernathy
DRAWN C. Wollen
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION
1 22 82	Spans

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

COLUMBIA BLVD OXING OF UPRR
PORTLAND WCL - N. OSWEGO AVE. SEC
FAU 9956 (N COLUMBIA BLVD) ~ MULT. CO

PLAN AND ELEVATION

ACCOMPANIED BY DWGS

DATE June 8, 1981
BRIDGE NO. 16385 & 16470
SHEET 1 OF 1
DRAWING NO 36216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. DES 23
16385
16470

February 25, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: N. Columbia Boulevard Overcrossing of UPRR
West City Limits - N. Oswego Avenue Section
Multnomah County
BRS 16385 and 16470

Enclosed are two reduced prints of Revised Drawing 35871 which is the preliminary plan and elevation for the structure and retaining wall. Please refer to our previous letters of August 20, September 15 and October 1, 1981, and your letters of August 26 and November 9, 1981, for this project. The structure spans have been revised to reflect the new UPRR standard railroad clearances. The alignment, roadway width and sidewalk are in accordance with the standards governing this project.

The estimated cost of this structure including an allowance for engineering and contingencies is $1,370,000 which includes $70,000 for the retaining wall.

We request your approval of our revised preliminary plan and elevation.

GDA:jrb

Enclosures

~~cc: E.~~ S. Hunter
D. H. Moehring
R. N. Bothman /w/2
E. L. Hardt /w/2
Don Adams /w/1
Gary Potter /w/1
City-County /w/3

RECEI
TECHNICAL
FEB 26 '8
REFER TO
FO
Info | Inves | R/D | File

Form [illegible]31

4531

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Trygstad
Railroad & Utilities Engineer

DATE: February 25, 1982
DES 23
16385
16470

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT: N. Columbia Boulevard Overcrossing of UPRR
West City Limits - N. Oswego Avenue Section
N. Columbia Boulevard
Multnomah County
BRS 16385 and 16470
PUC Application

NOTED
E. S. HUNTER

Attached are 25 prints each of Drawing 36216, which is the revised structure plan and elevation. The spans have been revised to reflect the revised horizontal clearances from the new UPRR standard clearances. The prints of the vicinity maps were transmitted to your office with the PUC permit application by letter of August 21, 1981. It is our understanding that the City of Portland and the UPRR have finally agreed to ask for only two tracks instead of three. Please convey to the PUC that it has taken these last six months to resolve the differences between the City and the UPRR.

GDA:jrb

Attachment

cc: ✓E. S. Hunter
R. N. Bothman
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
FEB 25 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

SP*75683

7551

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-9956(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-67

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-27-82

8. FEDERAL ROUTE NUMBER FAU 9956

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland West City Limits -NOrth Oswego Avenue

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1-14-82 I approve the revised Preliminary Engineering costs to a TEC of $221,050 Federal Funds $172,810.

(Increase TEC $18,150 - Federal Funds $14,190)

RECEIVED
STATE HWY ENGR
JAN 28 '82
REFER TO Manning
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-28

14. DATE 1-27-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16385

TO: Memo to the File

DATE: January 14, 1982

FROM: T. G. Thompson
Principal Structural Des. Engr.

ORIGINAL SIGNED
T. G. THOMPSON

SUBJECT:
N. Columbia Blvd. O'xing of UPRR
W.C.L.-N.Oswego Ave. Section
N. Columbia Blvd.
Multnomah County
Bridge 16385

NOTED
E. S. HUNTER

Layout work for the subject bridge began in August, 1980 after the Union Pacific Railroad Company had informed us, in their letter of June 20, 1980, that they would like to have provision for one future track on the south side of the existing track, with 24 ft. horizontal clearance on the north side and 17 ft. horizontal clearance on the south side. The plan and elevation drawings were completed, based on this criteria, and P.U.C. drawings were sent to the Public Utility Commission by letter of August 28, 1981. Preliminary plan and elevation drawings were also sent to FHWA and the City of Portland by letter of August 20, 1981. The FHWA responded to the preliminary layout of the bridge in their letter of August 26, 1981 by questioning the use of precast prestressed box girders instead of poured-in-place concrete box girder spans. The City of Portland also informed the Region I Federal-aid Specialist that the City does not like the use of precast box girders. The plan and elevation drawing was revised in September, 1981 for C.I.P. R.C.B.G. and submitted to FHWA and the City of Portland by letter of October 1, 1981. The City of Portland approved this layout on October 20, 1981, and FHWA approved it in their letter of November 9, 1981.

On November 23, 1981, Roger Trygstad, Railroad and Utility Engineer, received a letter dated November 18, 1981, from the Portland Office of the UPRR to the Public Utility Commission. In this letter, the UPRR suggested the following alterations to the structure layout: They would like to have provision for two future tracks to handle switching operations for future wheat export and coal terminal by the Port of Portland in the South Rivergate Industrial area, for horizontal clearances of 23 ft. on the north side and 18 ft. on the south side; for fences on the structure and for slope protection on the fill slopes. On Nov. 24, 1981, a new layout was started for three tracks instead of two tracks. The new preliminary plan and elevation drawing was approved by the Bridge Engineer on December 29, 1981.

RECEIVED
TECHNICAL SERVICES
JAN 15 '82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Contains Recycled Materials

On December 29, 1981, Ted Thompson received a phone call from Jim McClure, Metropolitan Project Development, who informed him that the City of Portland says the Port of Portland has been working with the Omaha Office of the UPRR on a plan for handling coal shipping and it would not require two future tracks. The City will try to get the Portland and Omaha Offices of the UPRR together and the City is requesting that we proceed with the plan for one future track. On December 20, 1981, Ted Thompson called Jim McClure and told him that we have span arrangements that will accommodate either one or two additional tracks and were on hold, with no work being done, until resolution of the diferences between the City and the railroad as to the number of future tracks.

GDA:smd

cc Metro
R. Trygstad
H. Versteeg
Project Management
~~E. S. Hunter~~

1982 Ptld. W.C.L.-N. Oswego 9539
Ave. Sec. of N. Col. Blvd. (Gr.,
Pav., Struc., Illum., Lndscp.) #1

OHA ~~5448~~ 5446   9-23-75, 4-1-80, 4-14-80

RR 1106   10-12-82

9531

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9956(3)
Columbia Blvd. Overcrossing of UPRR
West City Limits-North Oswego Ave. Sec.
Multnomah County

Date: November 9, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Wallace's October 1, 1981 preliminary plan submittal for the Columbia Boulevard Overcrossing of Union Pacific Railroad. We agree that the cast-in-place box girder structure is more economical and better suited to the proposed location. We approve the cast-in-place box girder submittal.

Please note "Double Wall" retaining walls might have some application at this site. Please consider this alternate when preparing your contract drawings.

Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
NOV 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7529

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16385
16470

October 1, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer

L. L. Wallace
L. L. Wallace
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
OCT 2 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Agt	File

SUBJECT: Columbia Boulevard Overcrossing of UPRR
West City Limits - North Oswego Avenue Section
Multnomah County
BR 16385 and 16470

Enclosed are two reduced prints of Revised Drawing 35871 and Drawings 35041 and 35042, which are the preliminary plan and elevation and vicinity maps for this structure and retaining wall. Please refer to our previous letters of August 20 and September 15, 1981, and your letter of August 26, 1981, for this project. The alignment, roadway width and sidewalk are in accordance with the standards governing this project.

A cast-in-place concrete box girder structure for Bridge 16385 has been determined to be more economical and better suited to this location than a post-tensioned, cast-in-place concrete box girder or precast box girder previously submitted.

The estimated cost of this structure including an allowance for engineering and contingencies is $1,400,000, which includes $80,000 for the retaining wall.

We request your approval of our preliminary plan and your concurrence that this project is eligible for FAI-X funding.

GDA:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring
R. N. Bothman /w/ 2 sets
E. L. Hardt /w/ 1 set
Lyle Watson /w/ 1 set
Gary Potter /w/ 1 set

Form 734-3122

[illegible]

Portland

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: Don Stoudenmeyer
Preliminary Design Engineer

DATE: September 30, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Portland W.C.L.-N. Oswego Ave. Section
FAU 9956 (N. Columbia Blvd.)
Multnomah County

Attached are two prints of the approved sign study plans for the above named project.

These plans should be included in the project scheduled for March 25, 1982.

L E George

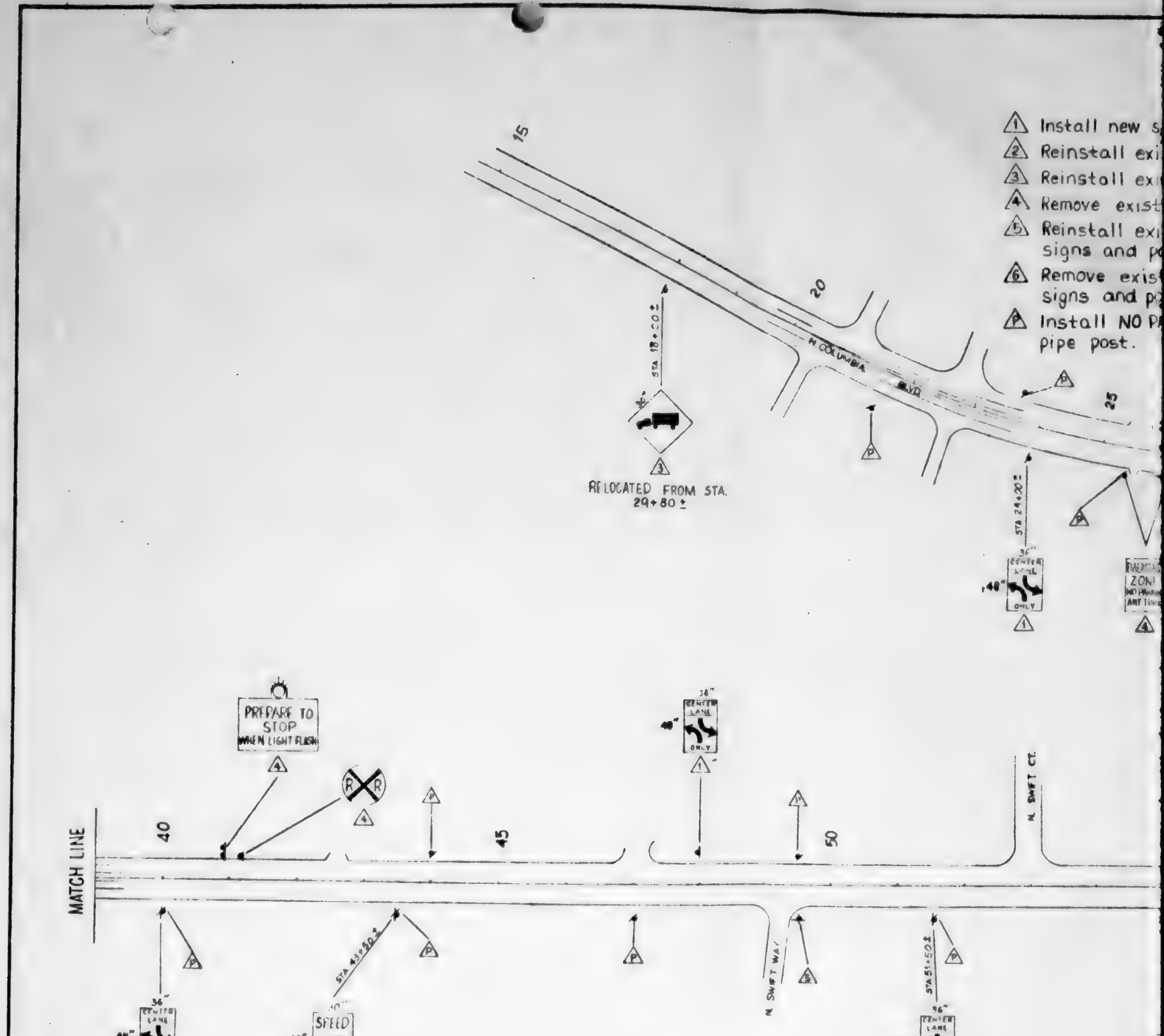
L. E. George
Traffic Engineer

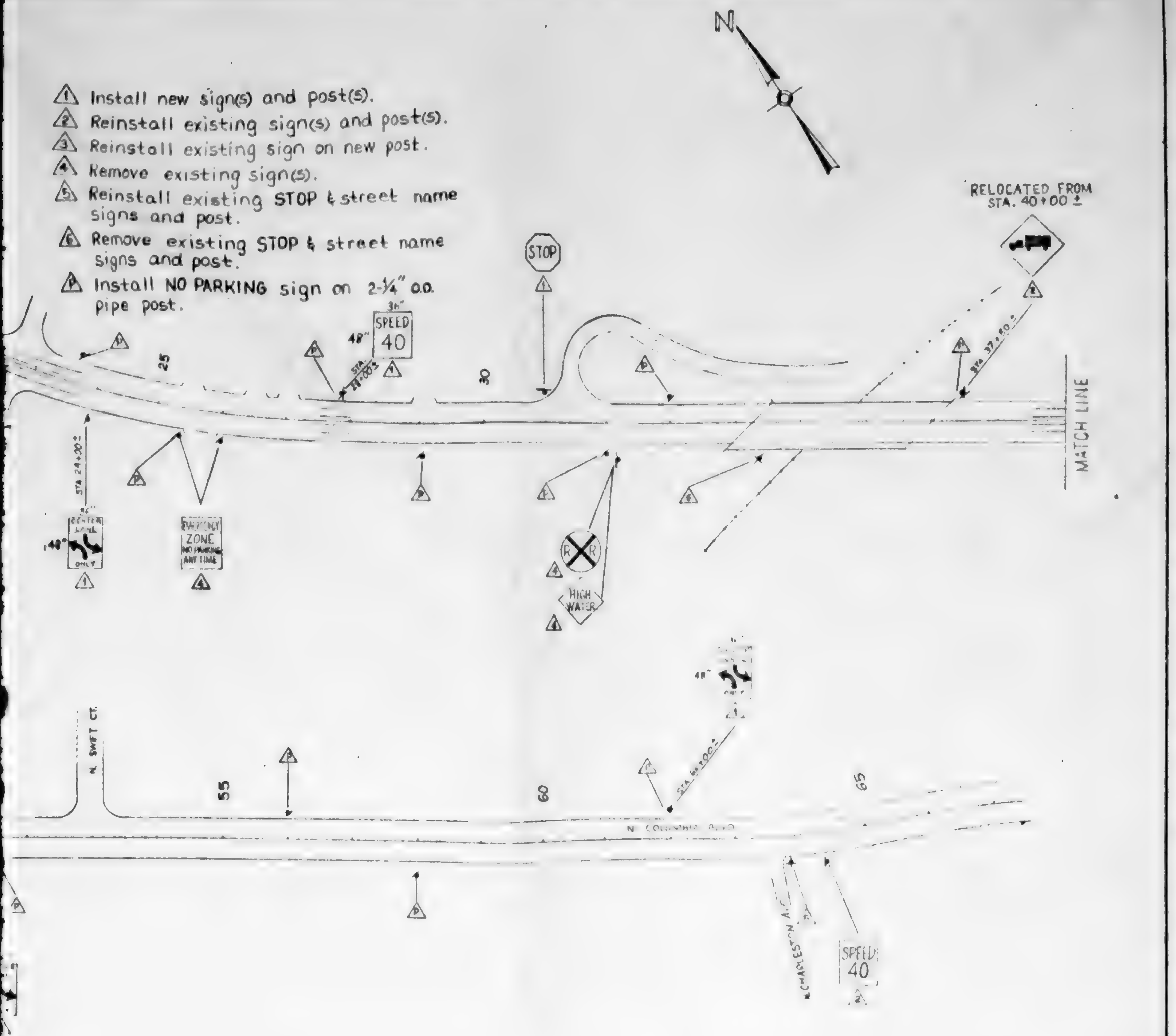
ELS/dcb

cc: Bob Bothman w/attach.
Ed Hardt "
M. D. Payne "
F. T. Lacey "

RECEIVED
OCT 2 1981
ROAD DESIGN
SECTION

[illegible]


Install new s
Reinstall exi
Reinstall exi
Remove exist
Reinstall exi
signs and p
Remove exis
signs and p
Install NO P
pipe post.
15
20
25
N COLUMBIA BLVD
STA 18+00±
36"
RELOCATED FROM STA.
29+80±
STA 24+00±
36"
48"
CENTER LANE ONLY
ZONE
NO PARKING ANY TIME
PREPARE TO STOP WHEN LIGHT FLASH
R R
MATCH LINE
40
45
50
N. SWIFT CT.
N. SWIFT WAY
STA 43+50±
SPEED 40
RELOCATED FROM
STA 53+25±
STA 51+50±
NO PARKING ANY TIME
Red legend
White bkgd.
2"x8"
Double Arrow
12"x18"
NOTE: Signs no


N
STOP
SPEED 40
36"
48"
STA. 28+00±
25
30
RELOCATED FROM STA. 40+00 ±
STA. 37+50 ±
MATCH LINE
STA 24+20±
CENTER LANE ONLY
48"
EMERGENCY ZONE NO PARKING ANY TIME
R R
HIGH WATER
N. SWIFT CT.
55
60
65
STA. 64+00±
N. COLUMBIA BLVD.
N. CHARLESTON AVE.
SPEED 40

1. Install new sign(s) and post(s).
2. Reinstall existing sign(s) and post(s).
3. Reinstall existing sign on new post.
4. Remove existing sign(s).
5. Reinstall existing STOP & street name signs and post.
6. Remove existing STOP & street name signs and post.
P. Install NO PARKING sign on 2-¼" o.d. pipe post.

NOTE: Signs not shown to remain in place.

SIGNING PROJECT

[illegible] W.C.L. – N. O[illegible] AVE. SEC
[illegible] Q056 (N. COLUMBIA BLVD.)
MULTNOMAH COUNTY

Action			Title
Submitted			Traffic [illegible] Engr
Approved			[illegible]
A			Traffic Engineer
B			Asst. Hwy. Engr.
Accepted	1/29/81		FHWA

7-[illegible]-81

1-35

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

September 28, 1981

Mr. L. W. Walling, Jr.
Transp. Spec.
Public Utilities Commission
Labor & Industries Building
Salem, OR 97310

SXF 1269
Crossing No. 2B-005.27

NOTED
H.S.COULTER

Dear Les:

In the Matter of the Application of the Oregon Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.040, to construct an overcrossing of N. Columbia Blvd. and Union Pacific Railroad Company, St. Johns Branch, in Portland, Multnomah County, Oregon.

Your September 24th letter listed three comments and/or questions relevent to the subject Application. Our response is as follows:

1. We can concur with the deletion of Item 6.d.
2. The detour will be 28-feet in width. The easterly shoulder is 2-feet in width.
3. The milepost for the temporary grade crossing is 5.29.

RECEIVED
STATE HWY ENGR
SEP 28 '81
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

Cordially,

RD Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter
Walt Hardt

Form 81-731-0027 (9-77)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
DES 23
16385
16470

September 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Columbia Boulevard Overcrossing of UPRR
West City Limits - N. Oswego Avenue Section
Columbia Boulevard - City of Portland
Multnomah County
BR 16385 and 16470

RECEIVED
TECHNICAL SERVICES
SEP 15 '81
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | Act | File

Your letter of August 26, 1981, requested that we consider some suggested alternatives for the subject bridge and retaining wall.

We have reviewed our proposal for a precast prestressed box girder bridge for Bridge No. 16385 and have decided that a cast-in-place concrete box girder will be more suitable for this location because of the availability of the concrete and because of the 45-degree skew of the bents. We are studying whether a conventionally reinforced box girder or a post-tensioned box girder is more economical and better suited to this location.

Foundation conditions and stage construction of the fill are more suitable for piling at the end bents, than for stub abutment footings in the fill. The two test holes which were drilled were taken as closely as possible to the edge of the fill, and because of the nature of the underlying sandy material in the original ground, it is not possible to obtain consolidation results from testing. Another test hole will not give any more useful information than that which has already been obtained from the two earlier test holes. We anticipate that most of the end fills will be placed during stage one construction, and that elastic settlement of the underlying

Form 734-3122

material will take place before the end bent piling are driven. Any residual "pile drag down" can be taken into account at the design of the end bent piling.

After further review of the retaining wall, we have decided to move the wall in toward the roadway far enough to clear the detour and to allow the wall to be built during stage one. This will increase the maximum wall height by approximately three feet, but will allow the use of a reinforced earth retaining wall as an alternate type of retaining wall. A conventional uniformed bearing concrete retaining wall and a reinforced earth retaining wall will be detailed for alternate bids.

GDA:jrb

cc: E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt
L. K. Watson

U.S. Department of Transportation
Federal Highway Administration

Memorandum
THE OREGON DIVISION - SALEM

Subject: Oregon Project M 9956(3)
W. City Limits - N. Oswego Ave. Sec.
Columbia Blvd. O'Xing of UPRR

Date: August 26, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. E. S. Hunter, Assistant State Hwy Engr
Oregon State Highway Division

ATT: Mr. Walter J. Hart

We have reviewed Mr. Wallace's preliminary plan submittal of August 20 for the Columbia Blvd. O'Xing of the UPRR Bridge 16385 and 16470. Your proposal for precast prestress box section is interesting but we wonder if this site might be more appropriate for cast in place box section. Only one railroad track is crossed and access is close to a concrete plant. Also project access looks favorable. We would propose that you consider a cast in place box section.

Foundation conditions appear favorable for piles, however, estimating one foot of fill settlement could result in "pile drag down" and other related structural problems. We suggest an additional test hole closer to the structure location and samples be taken to obtain the time rate of settlement. If fill compaction can be controlled, it might be beneficial to consider stub abutment footings in the fill if subsoil consolidation can be reduced and controlled to a tolerable amount.

We also would recommend that you consider a reinforced earth alternate to a conventional retaining wall, particularly in view of the settlement problem.

Please consider these alternatives and let us know your findings.

Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
AUG 27 '81
REFER TO
Hart
FOR

Info	Inves	R/D	[illegible]	Sign	Act	File
					X	

8/28/81

RECEIVED
AUG 31 1981
BRIDGE SECTION

NOTED
W.J. HART

7539

August 28, 1981

NOTED
H.S. COULTER

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, Oregon 97310

RE: Crossing 2B-005.27
North Columbia Blvd.
City of Portland
Multnomah County

Dear Mr. Astle:

Enclosed is an original and eight (8) copies of an application for authority to construct a separated grade crossing at the subject location.

Very truly yours,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:ss

Attachments

bc: H. S. Coulter w/attach
E. S. Hunter w/attach
Walt Hart w/attach
C. T. Keasey w/attach
D. E. Swan w/attach
Jack Sollis w/attach

RECEIVED
STATE HWY ENGR
AUG 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. SXF ______

PUC Crossing No. 2B-005.27

DOT-AAR Crossing No. UP 807374N

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon, by and through its Department (name of applicant) of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of North Columbia Boulevard (name of street or highway)

and Union Pacific Railroad Co. (name of railroad company)

St. Johns Branch (name of railroad main or branch line or other trackage)

in (in/near) City of Portland (name of city/town/rail station), Multnomah (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______

☒ Federal-Aid Highway System funds.*
Federal Aid Urban Highway Act of 1979

☐ Other Federal Funds.*
______

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) X Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)______________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NC AT BOTTOM OF PRECEDING PAGE BEFORE COMPL G THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 040 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 5.27

b. City Portland

c. Nearest railroad station Barnes

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 36, Township 2N, Range 1W, W. M.

4. a. Name of public highway involved in this project:

N.Columbia Blvd.

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Co.

St. Johns Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co., Portland, OR

b. City of Portland, OR

c. Multnomah County

d. City of Portland Water Bureau

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in [illegible]ail (including any street widening, curb[illegible], guardrail, realignment, etc.): Construct a Grade Separation Overcrossing of UPRR by N. Columbia Blvd. in North Portland, with 64'-0" roadway and 8'-0" sidewalk, replacing existing grade crossing. Existing grade crossing will be moved to provide a detour route during construction.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To upgrade the existing highway (N. Columbia Blvd.) to a four-lane section with left turn refuge and sidewalk, with a separated grade crossing in place of existing at grade crossing.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossing (If a separated crossing is involved in [illegible] application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ________ (yes/no)

If no, why not? ________

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

(2) *Width--The highway is 44 feet wide at the crossing at present; after completion of the project, it will be 28 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--		Detour After completion--	
Shoulder** of	10 feet	Shoulder of	7 feet
1 lane(s) at	12 ft. ea.	1 lane(s) at	12 ft. ea.
Median of	0 feet	Median of	0 feet
1 lane(s) at	12 ft. ea.	1 lane(s) at	12 ft. ea.
Shoulder of	10 feet	Shoulder of	2 feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):		
Type of surface of traveled way:		
on approaches		
at crossing		
Type of surface on shoulders;		
Condition of surface:		
on approaches		
at crossing		
Is highway curbed on the approaches?		
Is there one or more sidewalks at this crossing?		

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--

	At present:	After completion:
________ approach (N or E)	± ______ %	± ______ %
________ approach (S or W)	± ______ %	± ______ %

(5) Nearest public roadway intersection on each approach--

(a) ________ (N or E) approach: ______ ft; ADT ________

(b) ________ (S or W) approach: ______ ft; ADT ________

Name of road or highway:

(a) ______________________________

(b) ______________________________

Public authority with jurisdiction over road or highway:

(a) ______________________________

(b) ______________________________

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________ (yes/no); (b) __________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad — At present: — After completion:

(1) Number of tracks-- 1 — 1

Name of each track from E (N or E) to W (S or W):

St. Johns Branch

(2) Angle of intersection-- ____° — ____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
________ (N or E) of crossing:	________ ft.	________ ft.
________ (S or W) of crossing:	________ ft.	________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 7,078; After completion 8,000;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ (N or E) approach:	________ mph	________ mph
on ________ (S or W) approach:	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	0	0
Switching movements:	20	20
Passenger trains:	0	0

(2) Speed of trains--

Maximum allowable:	________ mph	________ mph
Typical:	________ mph	________ mph
Slowest Normal:	________ mph	________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ (N or E) approach:	________ ft. to right; ________ ft. to left
________ (S or W) approach:	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

_________ approach: _________ ft. to right; _________ ft. to left
(N or E)

_________ approach: _________ ft. to right; _________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

_________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? _________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

14. List the number and types [illegible] protective devices to be installed at th[illegible]rossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation: ____________________

(2) Estimated cost of installation: $____________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ________________________________

Number of such devices ________; To be located as follows: ________________________________

(1) Who will perform the installation? ________________________________

(2) Estimated cost of installation: $________________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ________________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ________________________________

Number of such devices: ________; To be located as follows: ________________________________

(1) Who will perform the installation? ________________________________

(2) Estimated cost of installation: $________________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ________________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. [illegible], 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ______________________________

Number of such devices: __________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $______________________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ______________________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: ____________________

b. Remainder of crossing area: ____________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track--motion sensing type equipment; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Cross[illegible]

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon State Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	95%
Union Pacific Railroad Co.	5%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

City of Portland

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): As shown on Drawing No. 36216.

28. Is a temporary crossing at grade necessary during the construction period? Yes (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: 5.27.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

6 months

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____________________________________

____

Route B: ____________________________________

____

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A -- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ____________________________________

____

Route B: ____________________________________

____

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____________________________________

____

Route B: ____________________________________

____

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

______ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

______ (yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ______

37. Who will close the crossing? ______

38. Who will bear the expense of closing the crossing? ______

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance? ______

SECTION V. — (To be completed [illegible] all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? Yes (yes/no)

If yes, list and explain: the existing grade crossing of N. Columbia Blvd. will become a separated grade crossing.

If no, explain why not:

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes-Drawing Nos. 36216, 35041 & 35042 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5,8,9,10,11,12,15 & 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at [illegible], Oregon this 27th day of August, 1981.

(Applicant)

(Attorney)

I, H. T. COULTER, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

STATE OF OREGON)
) ss.
County of)

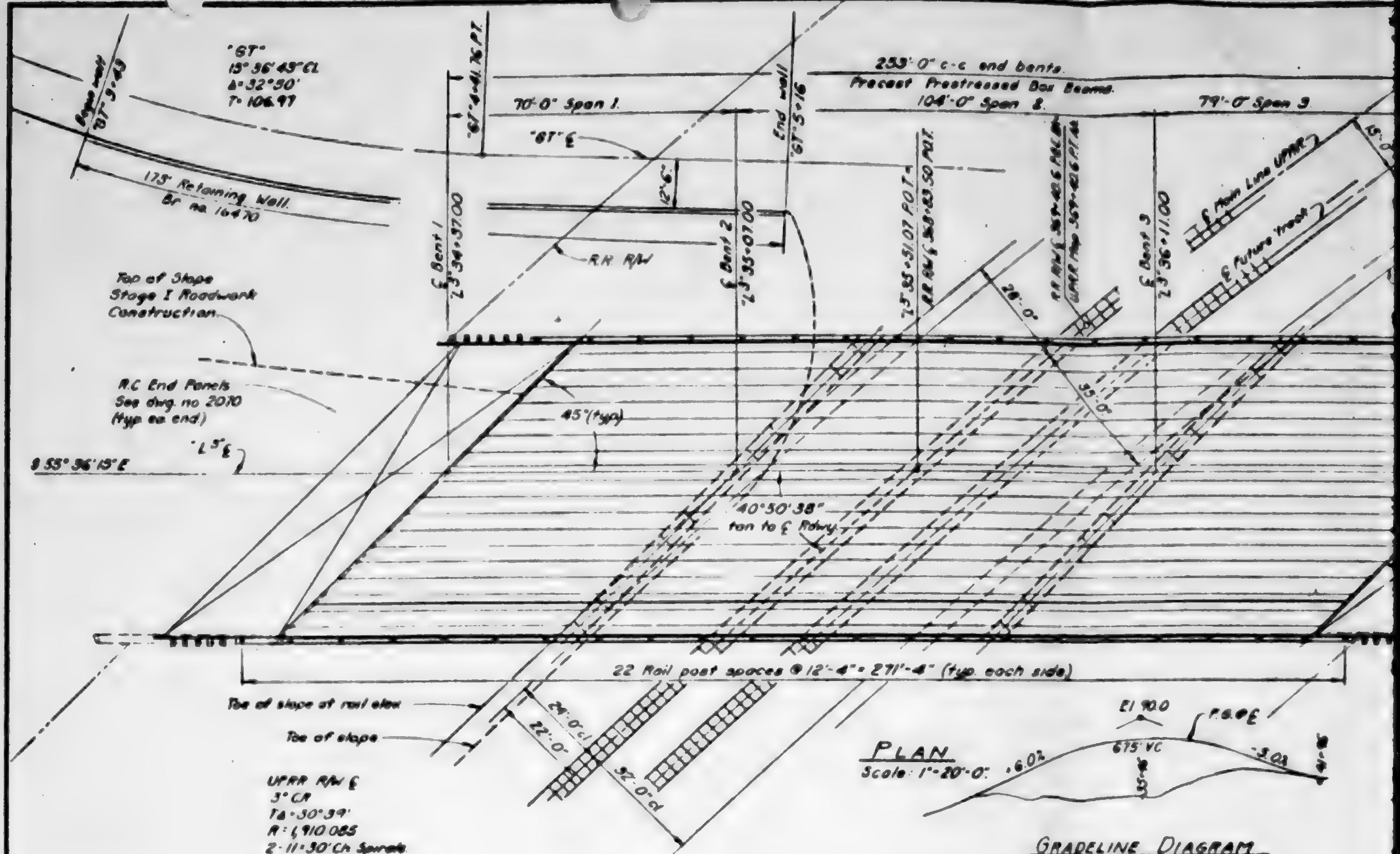
Subscribed and sworn to before me this 25th day of AUGUST, 1981.

(Notary Public for Oregon)

My Commission Expires: 12-18-84

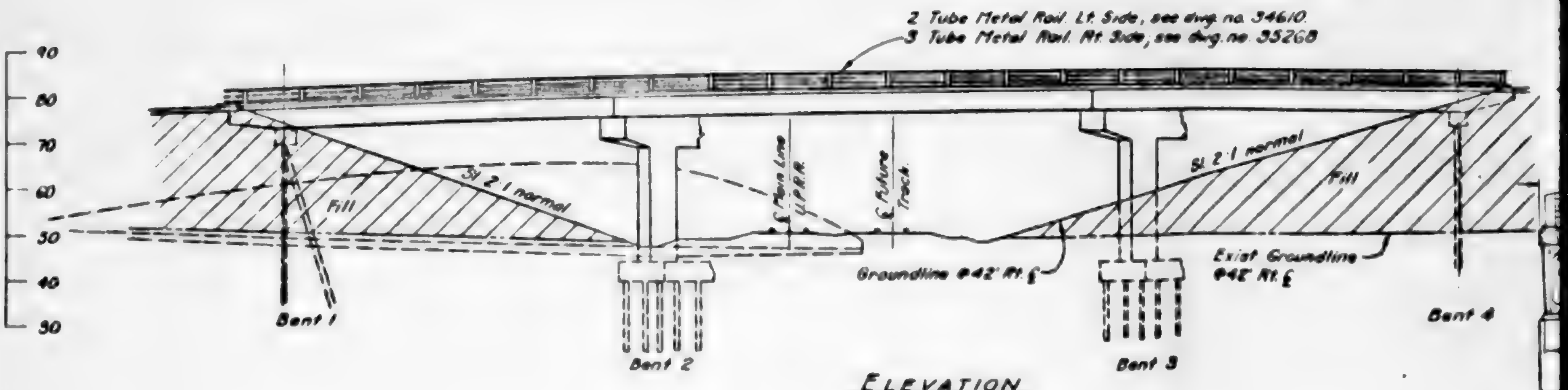
PUC Form 202 (30) 1-80

Signature Page

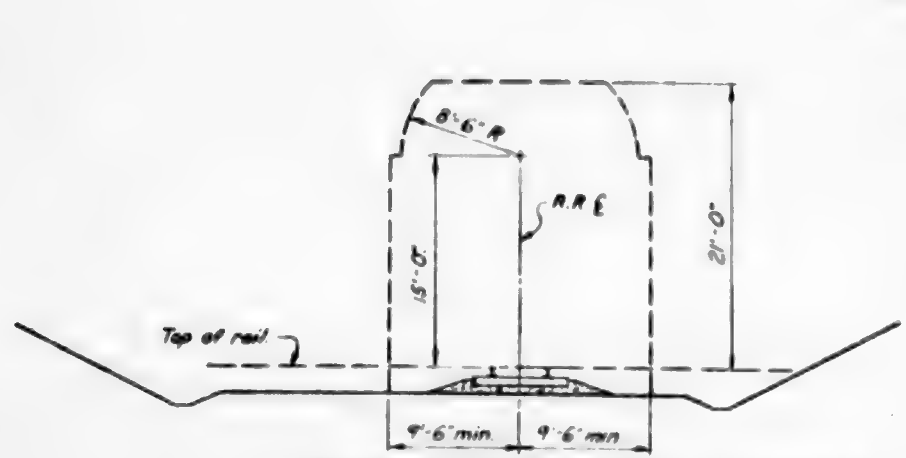

"GT"
15° 36' 43" CL
Δ=32°50'
T=106.97
Begin wall "GT" 3+43
175' Retaining Wall. Br. no. 16470
61"4+41.76 P.T.
70'-0" Span 1.
"GT" ℄
12'-6"
R.R. R/W
℄ Bent 1 "L3" 34+37.00
℄ Bent 2 "L3" 35+07.00
End wall "GT" 5+16
253'-0" c-c end bents.
Precast Prestressed Box Beams.
104'-0" Span 2.
79'-0" Span 3
"L3" 35+51.07 P.O.T.= RR R/W ℄ 358+83.50 P.O.T.
RR R/W ℄ 359+42.6 P.O.C. = UPRR Main 359+42.6 P.T. Ah
℄ Bent 3 "L3" 36+11.00
℄ Main Line UPRR
℄ Future Track
15'-0"
28'-0"
35'-0"
Top of Slope Stage I Roadwork Construction.
R.C End Panels See dwg. no 2010 (typ. ea. end.)
45° (typ)
S 53° 36' 15" E
"L3" ℄
40°50'38" tan to ℄ Rdwy.
22 Rail post spaces @ 12'-4" = 271'-4" (typ. each side)
Toe of slope at rail elev.
Toe of slope
24'-0" cl
22'-0"
52'-0" cl
UPRR R/W ℄
3° CR
TΔ=30°39'
R=1,910.085
2-11=30' Ch Spirals
El 90.0
P.G.P.℄
+6.0%
675' VC
-3.0%

PLAN
Scale: 1"=20'-0"

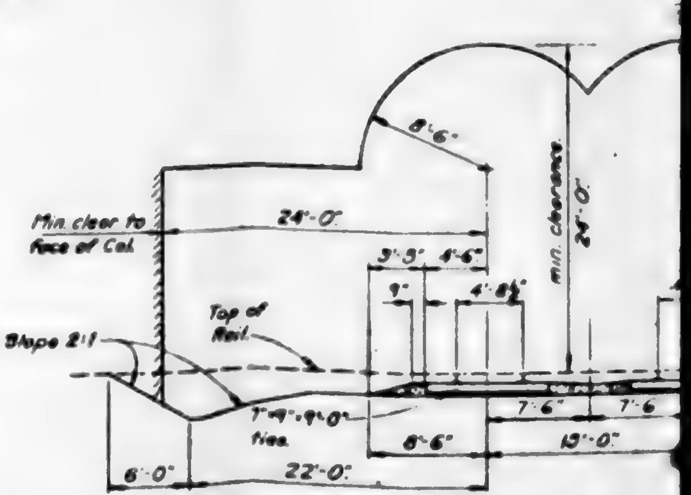
GRADELINE DIAGRAM
No Scale.


2 Tube Metal Rail. Lt. Side, see dwg. no. 34610.
3 Tube Metal Rail. Rt. Side, see dwg. no. 35268
90
80
70
60
50
40
30
Sl 2:1 normal
Fill
℄ Main Line U.P.R.R.
℄ Future Track
Sl 2:1 normal
Fill
Groundline @ 42' Rt. ℄
Exist. Groundline @ 42' Rt. ℄
Bent 1
Bent 2
Bent 3
Bent 4

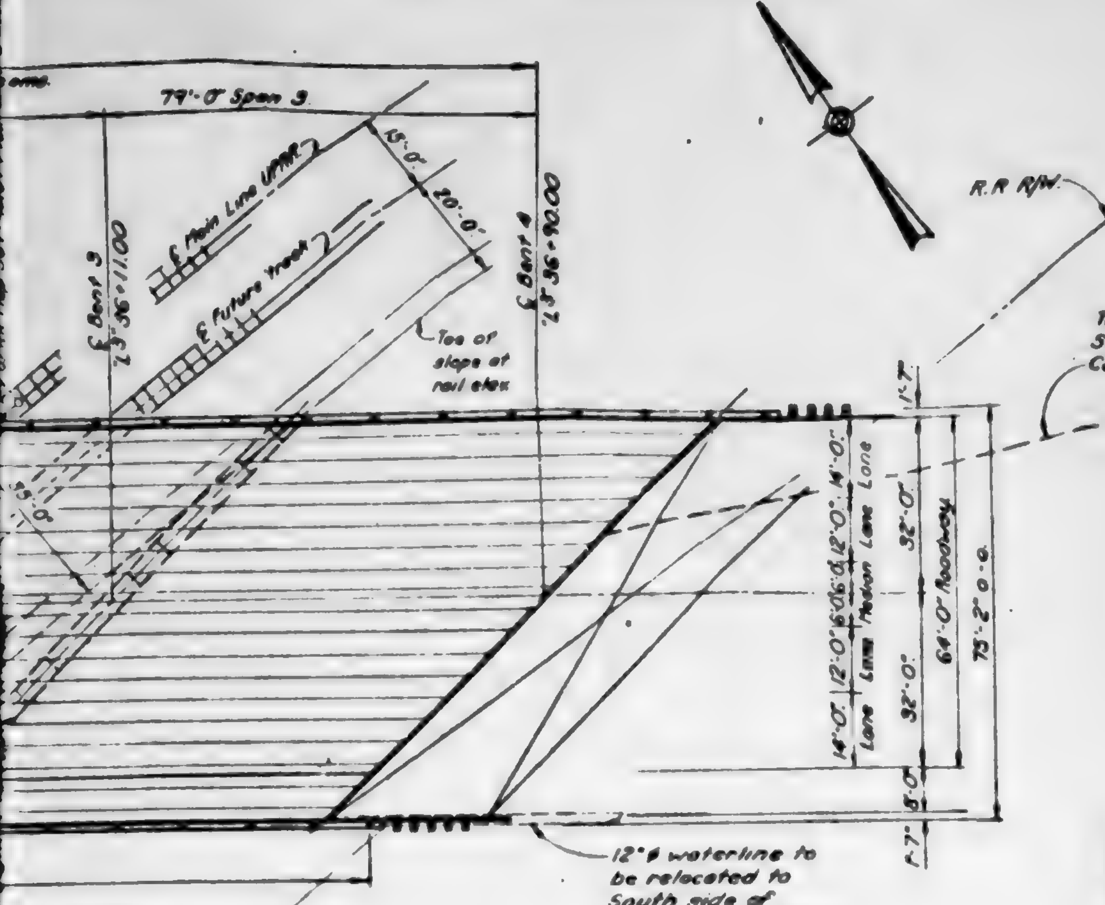
ELEVATION
Scale 1"=20'-0"

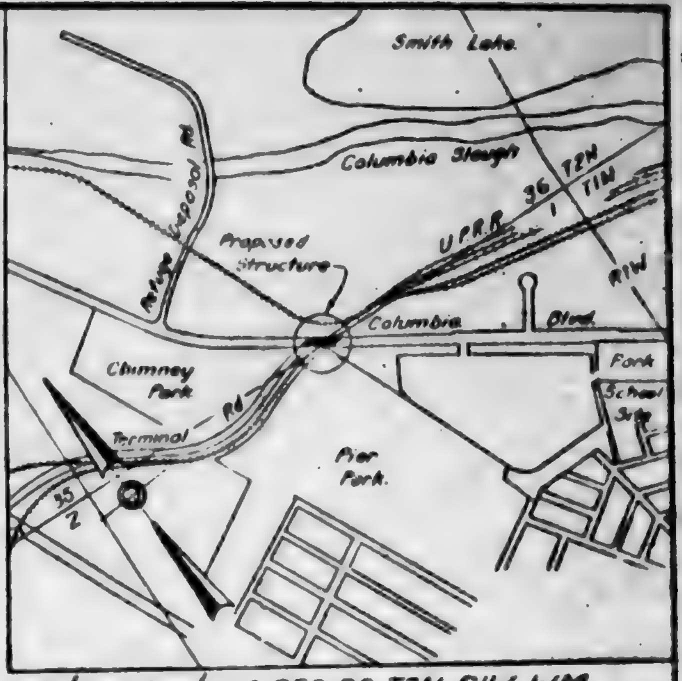

8'-6" R
R.R. ℄
15'-0"
21'-0"
Top of rail
9'-6" min
9'-6" min

RAILROAD CONSTRUCTION CLEARANCES
UNION PACIFIC RAILROAD


8'-6"
min. clearance 24'-0"
Min. clear to face of Col.
24'-0"
3'-3"
4'-6"
9"
4'-8½"
Top of Rail
Slope 2:1
7'-9"×9'-0" ties
7'-6"
7'-6"
8'-6"
13'-0"
6'-0"
22'-0"

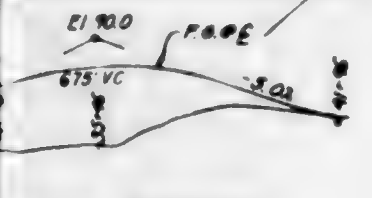
RAIL ROAD CLEARA


79'-0" Span 3
℄ Main Line UPRR
℄ Future track
℄ Bent 3 Sta 36+11.00
℄ Bent 4 Sta 36+90.00
13'-0"
20'-0"
Toe of slope at rail elev.
R.R R/W
Top of Slope Stage I Roadwork Construction.
14'-0" Lane
12'-0" Lane
6'-0" 6'-0" Median
12'-0" Lane
14'-0" Lane
32'-0"
32'-0"
64'-0" Roadway
75'-2" o-o
1'-7"
8'-0"
12" ⌀ waterline to be relocated to South side of structure by others.


Smith Lake
Columbia Slough
Portland Road
Proposed Structure
U.P.R.R.
36
T2N
1
T1N
R/W
Columbia Blvd.
Chimney Park
Terminal Rd
Pier Park
Fork School Site
35
2

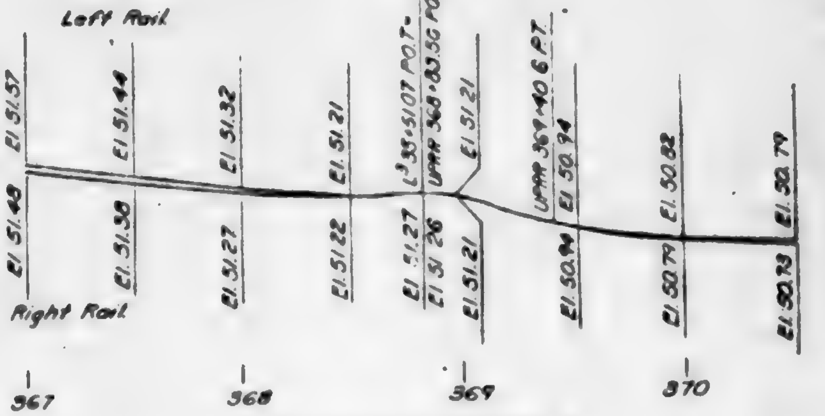
SE ¼ of SW ¼ of SEC 36, T2N, R1W. W.M.

VICINITY MAP
No Scale

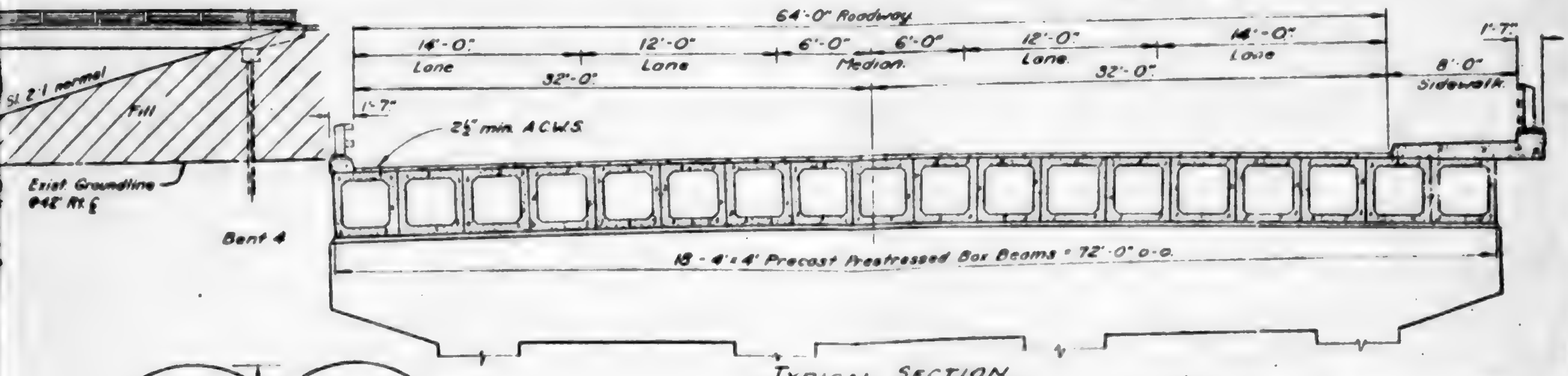

El 90.0
675' VC
F.G.P.E
-3.02

GRADELINE DIAGRAM
No Scale

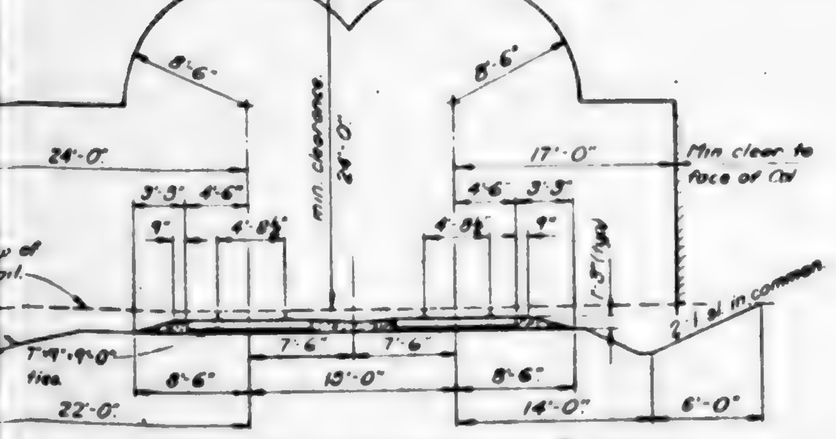
Dwg. no. 34610
Dwg. no. 35268


Left Rail
El 51.57
El 51.44
El 51.32
El 51.21
L³ 33+51.07 P.O.T.
UPRR 368+83.56 P.O.C.
El 51.21
UPRR 369+40.6 P.T.
El 50.94
El 50.82
El 50.79
El 51.48
El 51.38
El 51.27
El 51.22
El 51.27
El 51.26
El 51.21
El 50.94
El 50.79
El 50.73
Right Rail
367
368
369
370

RAILROAD PROFILE
Scale: 1" = 50' Hor.


64'-0" Roadway
14'-0" Lane
12'-0" Lane
6'-0"
6'-0" Median
12'-0" Lane
14'-0" Lane
32'-0"
32'-0"
1'-7"
1'-7"
8'-0" Sidewalk
2½" min. A.C.W.S.
Sl. 2:1 normal
Fill
Exist. Groundline @48" Rt. ℄
Bent 4
18 - 4' x 4' Precast Prestressed Box Beams = 72'-0" o-o

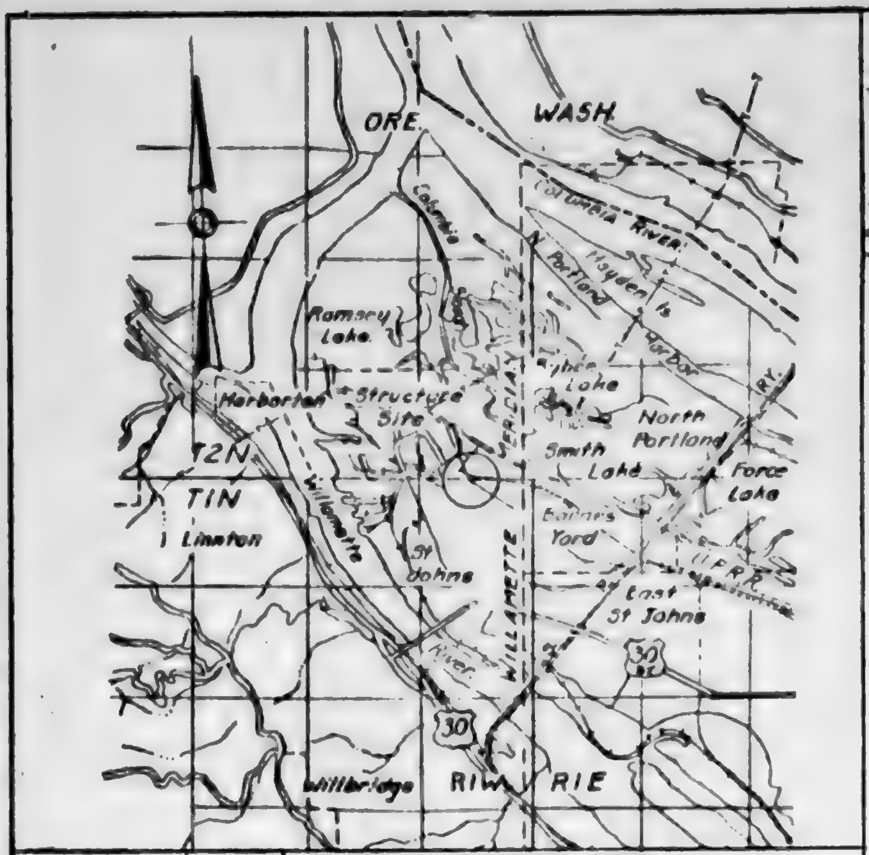
TYPICAL SECTION
Scale ⅛" = 1'-0"


8'-6"
8'-6"
min. clearance
24'-0"
24'-0"
17'-0"
Min clear to face of Col
3'-3"
4'-6"
4'-6"
3'-3"
9"
9"
4'-0"
4'-0"
1'-3" (typ)
2:1 sl. in common
Top of rail
7"x 9"x 8'-0" ties
7'-6"
7'-6"
8'-6"
13'-0"
8'-6"
22'-0"
14'-0"
6'-0"

RAIL ROAD CLEARANCES DIAGRAM

APPROVED P.E. STRUCTURAL DESIGN ENGINEER P.E. TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED G Abernathy DRAWN C. Wallen CHECKED REVIEWED REVIEWED CALC BOOK	COLUMBIA BLVD OXING OF U.P.R.R. PORTLAND WCL - N. OSWEGO AVE. SEC. FAU 9956 (N COLUMBIA BLVD) ~ MULT. CO.
	PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE June 8, 1981 BRIDGE NO. 16385 & 16470
	SHEET 1 of 1 DRAWING NO. 36216

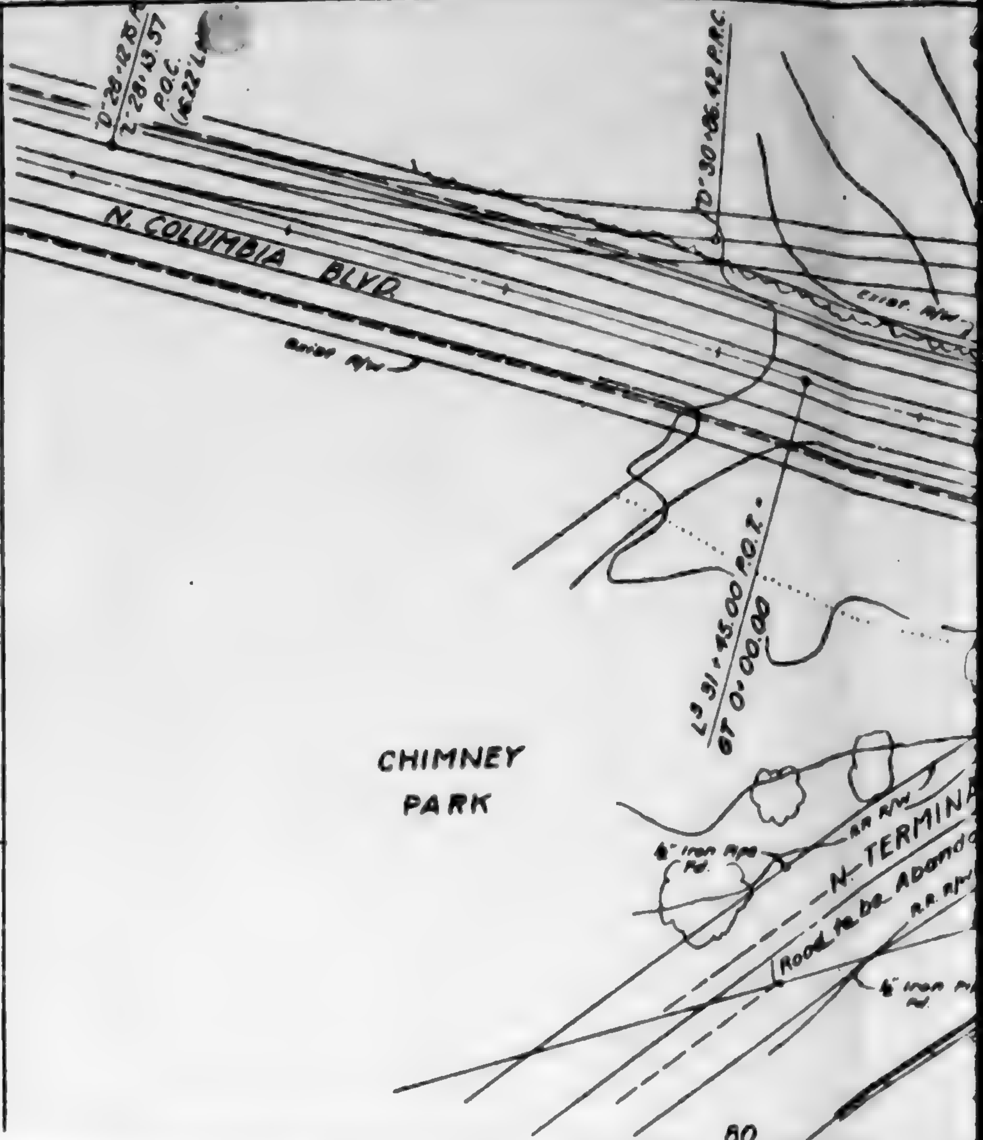
FINAL SURVEY | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

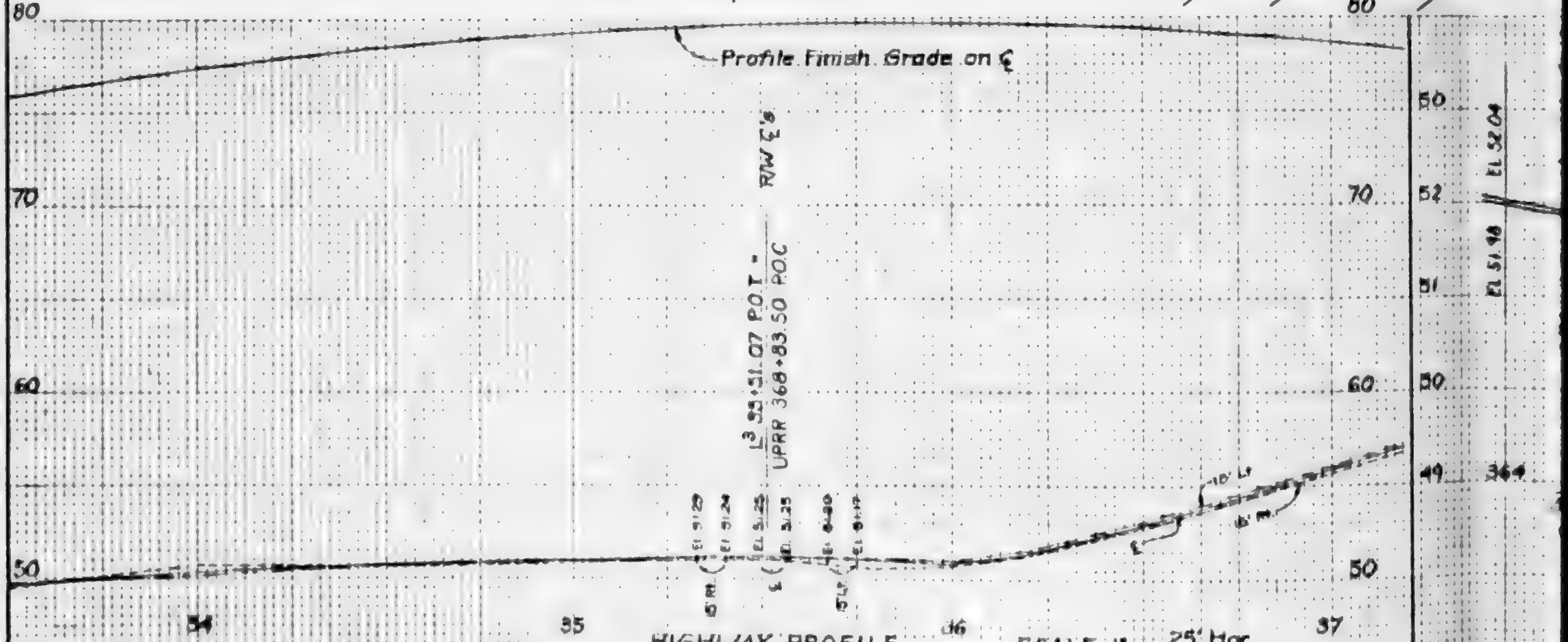

ORE
WASH
Columbia River
Columbia
N. Portland
Hayden Is
Ramsey Lake
Harbor
Harborton
Structure Site
Bybee Lake
North Portland
Smith Lake
Force Lake
T2N
T1N
Linnton
Willamette
St Johns
East St Johns
U.P.R.R.
River
Willamette
30
Willbridge
R1W
R1E

SE¼ of SW¼ of SEC. 36 T2N, R1W. W.M.

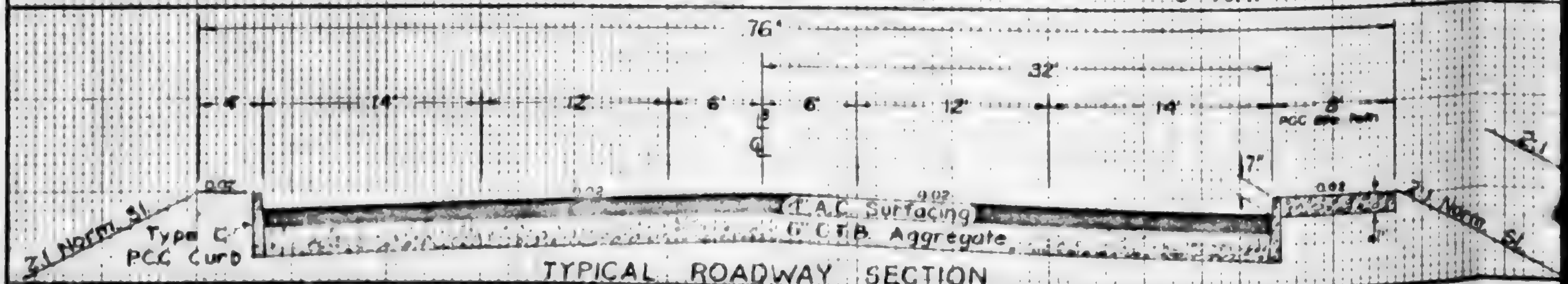
VICINITY MAP

No Scale


D 28+12.75 P.C.
L 28+13.57 P.O.C. (4.22' Lt)
D 30+06.42 P.R.C.
N. COLUMBIA BLVD.
Exist. R/W
Exist. R/W
L3 31+45.00 P.O.T. = GT 0+00.00
CHIMNEY PARK
N. TERMINAL
Road to be Abandoned
R.R. R/W
6" Iron Pipe Fd.


80
70
60
50
Profile Finish Grade on ℄
L3 33+51.07 P.O.T. = UPRR 368+83.50 P.O.C.
R/W ℄'s
El. 52.04
El. 51.98
52
51
50
49
364
34
35
36
37

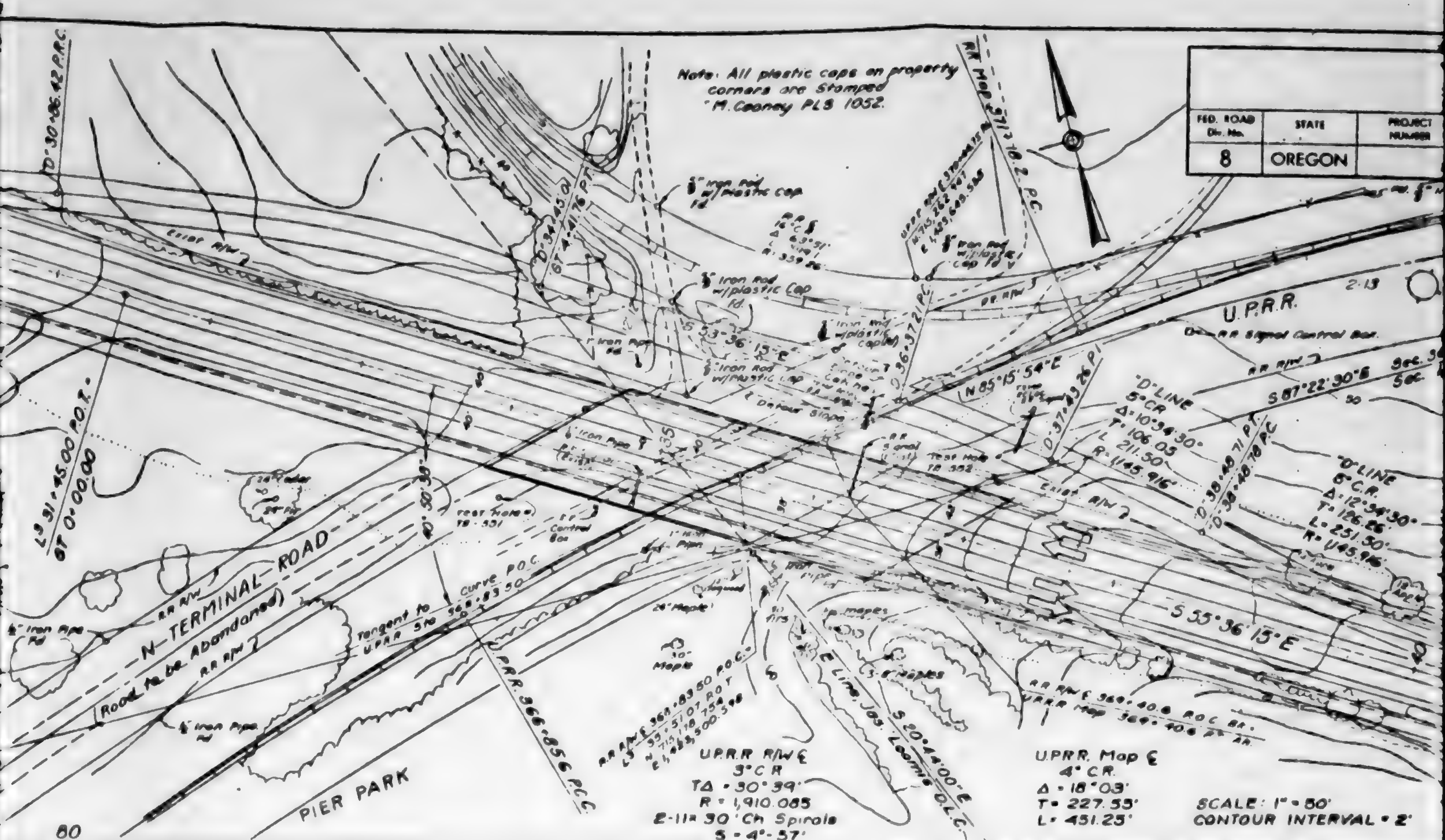
HIGHWAY PROFILE SCALE 1" = 25' Hor. 5' Vert.

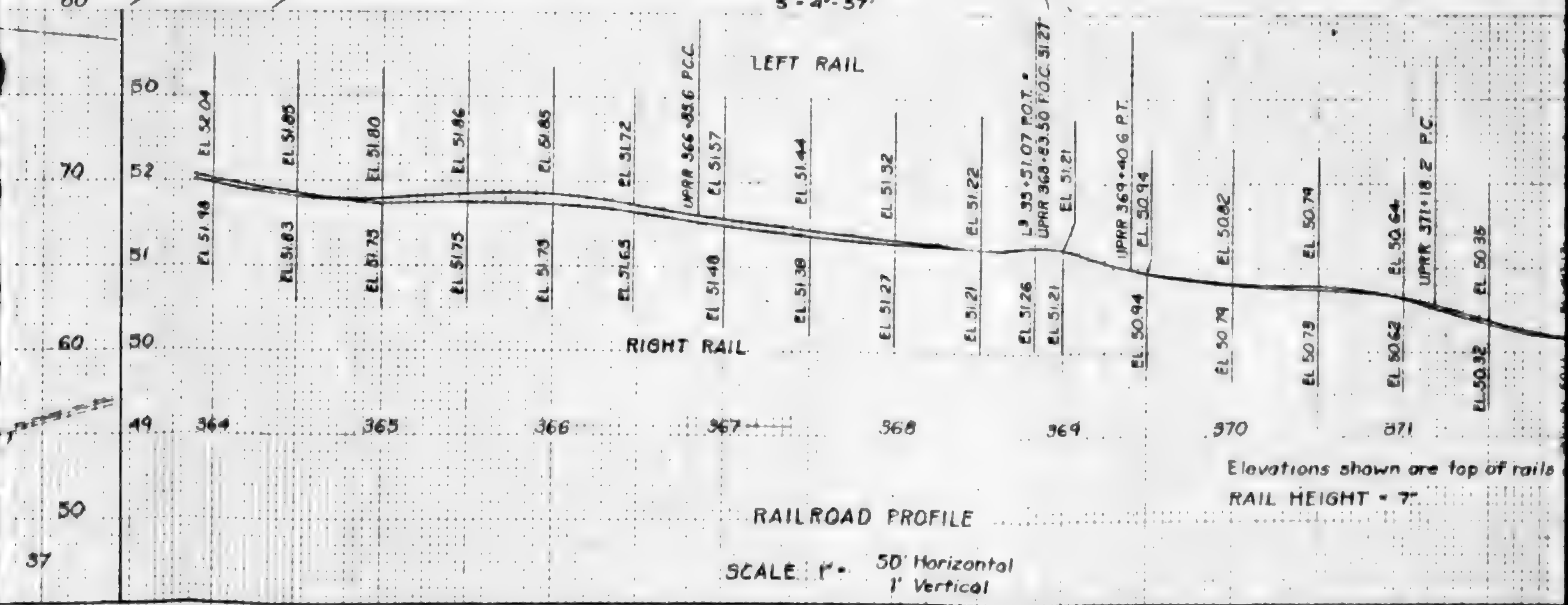

76'
32'
8'
14'
12'
6'
6'
12'
14'
8'
℄
0.02
4" A.C. Surfacing
6" C.T.B. Aggregate
Type C PCC Curb
2:1 Norm. Sl.
7"

TYPICAL ROADWAY SECTION

ORIGINAL SURVEY | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	


Note: All plastic caps on property corners are Stamped "M. Cooney PLS 1052.
U.P.R.R.
N-TERMINAL ROAD
Road to be Abandoned
PIER PARK
S 53°36'15"E
N 85°15'54"E
S 87°22'30"E
"D" LINE 5° C.R. Δ = 10°34'30" T = 106.03 L = 211.50 R = 1145.916
"D" LINE 5° C.R. Δ = 12°34'30" T = 126.26 L = 251.50 R = 1145.916
U.P.R.R. R/W ℄ 3° C.R. TΔ = 30°39' R = 1,910.085 2-11 = 30' Ch Spirals S = 4°-57'
U.P.R.R. Map ℄ 4° C.R. Δ = 18°03' T = 227.55' L = 451.25'
SCALE: 1" = 50'
CONTOUR INTERVAL = 2'
UPRR 366+85.6 P.C.C.
Tangent to Curve P.O.C. UPRR Sta 369+83.50
E Line Jos. Loomis D.L.C.
S 20°44'00"E
L³ 31+45.00 P.O.T. = ST 0+00.00
Exist R/W
R.R. R/W
Test Hole TB-331
Test Hole TB-332
Iron Rod w/plastic cap
Iron Pipe
Detour Slope

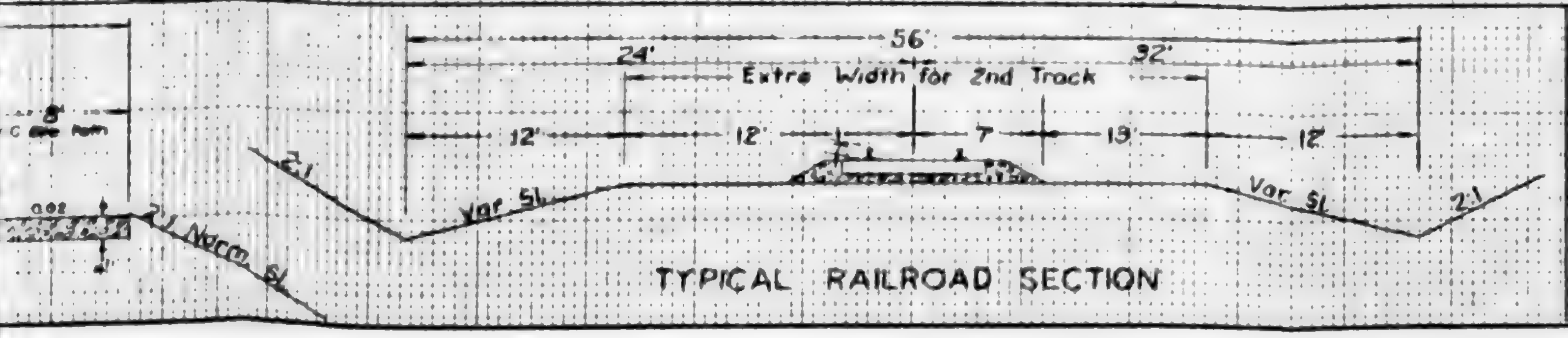


Elevations shown are top of rails

RAIL HEIGHT = 7"

RAILROAD PROFILE

SCALE 1" = 50' Horizontal
1' Vertical


56'
24'
32'
Extra Width for 2nd Track
12'
12'
7'
13'
12'
2:1
Var Sl
Var Sl
2:1
2:1 Norm Sl

TYPICAL RAILROAD SECTION

OREGON STATE HIGHWAY D

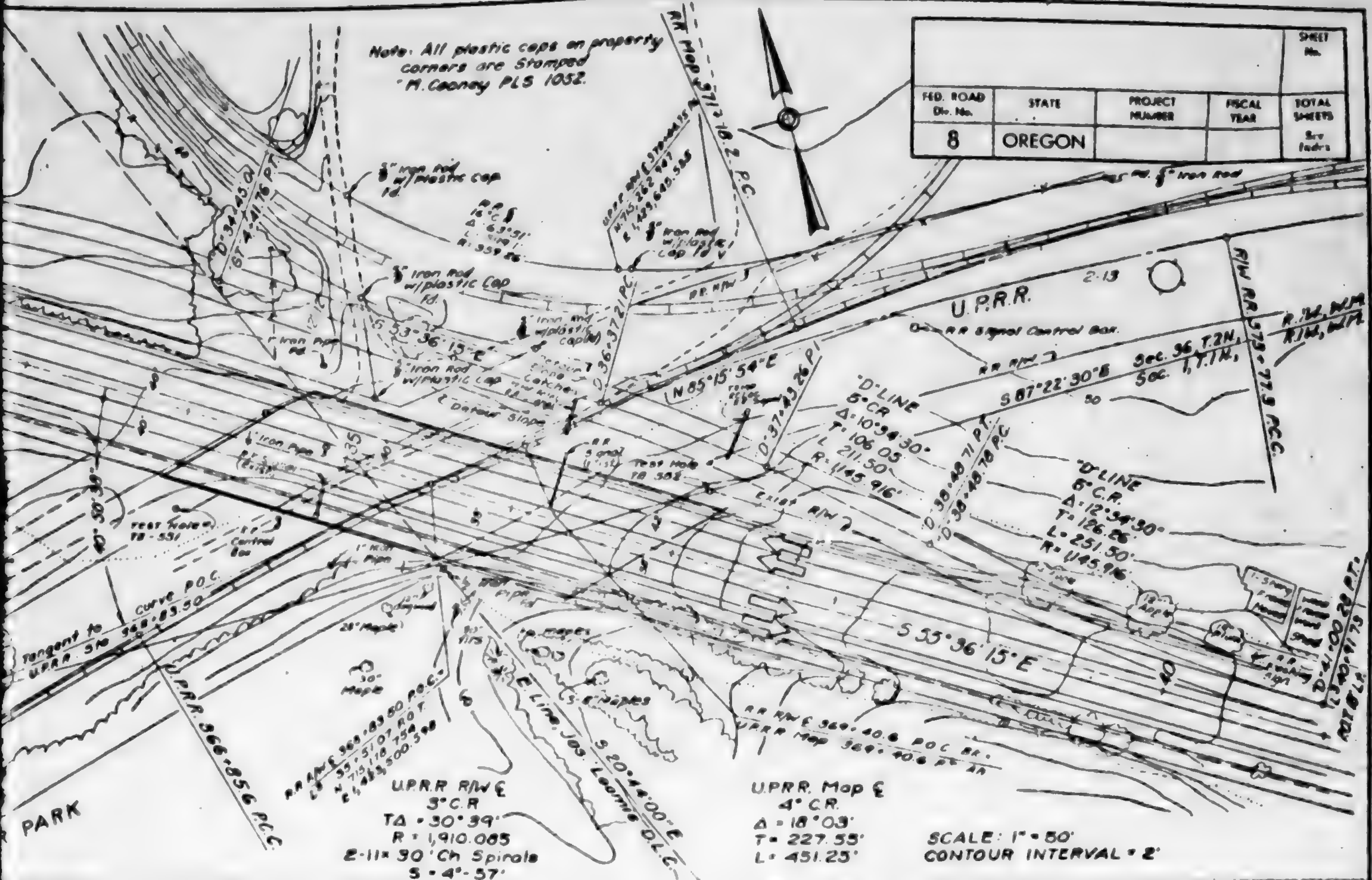
VICINITY MAP & P
STREET OVERCROSSING OF
WEST CITY LIMITS - N. OSWEG
N. COLUMBIA B
MULTNOMAH COUNTY

Survey by

BRIDGE NO. 16585

DR. NO

					SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON				See Index

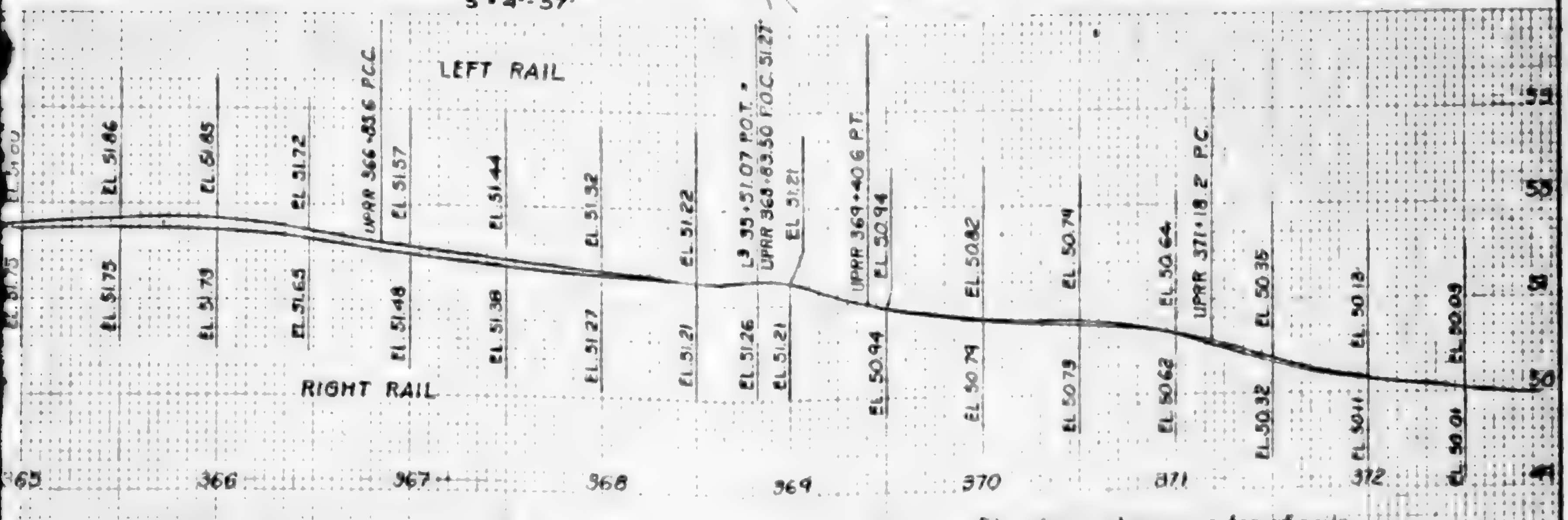

U.P.R.R.
2-13
RR Signal Control Box
RR R/W
S 87°22'30"E
Sec. 36, T.2N.,
Sec. 1, T.1N.,
R/W RR 379+77.9 P.C.C.
"D" LINE
6° CR
Δ = 10°34'30"
T = 106.05
L 211.50
R = 1145.916'
"D" LINE
6° C.R.
Δ = 12°34'30"
T = 126.26
L = 251.50'
R = 1145.916
D 38+40.71 P.T.
D 38+48.78 P.C.
D 37+43.26 P.I.
D 36+37.21 P.C.
N 85°15'54"E
S 53°36'15"E
S 55°36'15"E
Exist. R/W
D 41+00.28 P.T.
L3 40+91.73
POT @ L3
RR R/W € 369+40.6 P.O.C. RR.
U.P.R.R. Map 369+40.6 P.T. AA
RR R/W € 368+83.50 P.O.C.
L3 55+51.07 P.O.T.
N 715,118.754
E 1,485,500.398
E Line, Jos. Loomis D.L.C.
S 20°44'00"E
U.P.R.R. 366+85.6 P.C.C.
Tangent to Curve P.O.C.
U.P.R.R. Sta. 368+83.50
D 30+39
D 34+15.0
RR Map 371+18.2 P.C.
5/8" Iron Rod w/plastic Cap fd.
5/8" Iron Rod w/plastic Cap fd.
5-8" Maples
30" Maple
28" Maple
PARK

Note: All plastic caps on property corners are Stamped "M. Cooney PLS 1032."

U.P.R.R. R/W €
3° C.R
TΔ = 30°39'
R = 1,910.085
2-11 × 30' Ch Spirals
S = 4°-57'

U.P.R.R. Map €
4° C.R.
Δ = 18°03'
T = 227.55'
L = 451.25'

SCALE: 1" = 50'
CONTOUR INTERVAL = 2'

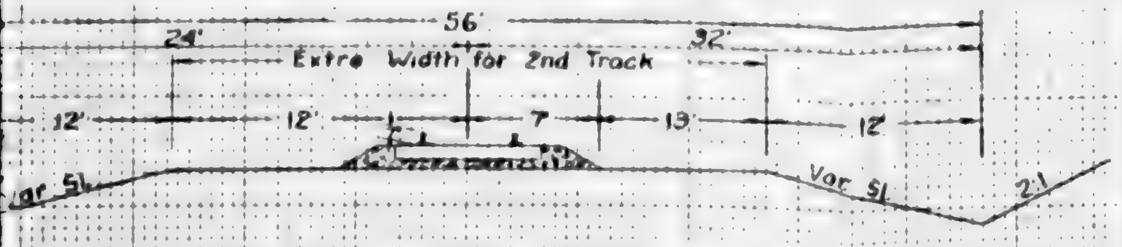


Elevations shown are top of rails

RAIL HEIGHT = 7"

RAILROAD PROFILE

SCALE: 1" = 50' Horizontal
1' Vertical


56'
24'
32'
Extra Width for 2nd Track
12'
12'
7'
13'
12'
Var. Sl.
Var. Sl.
2:1

TYPICAL RAILROAD SECTION

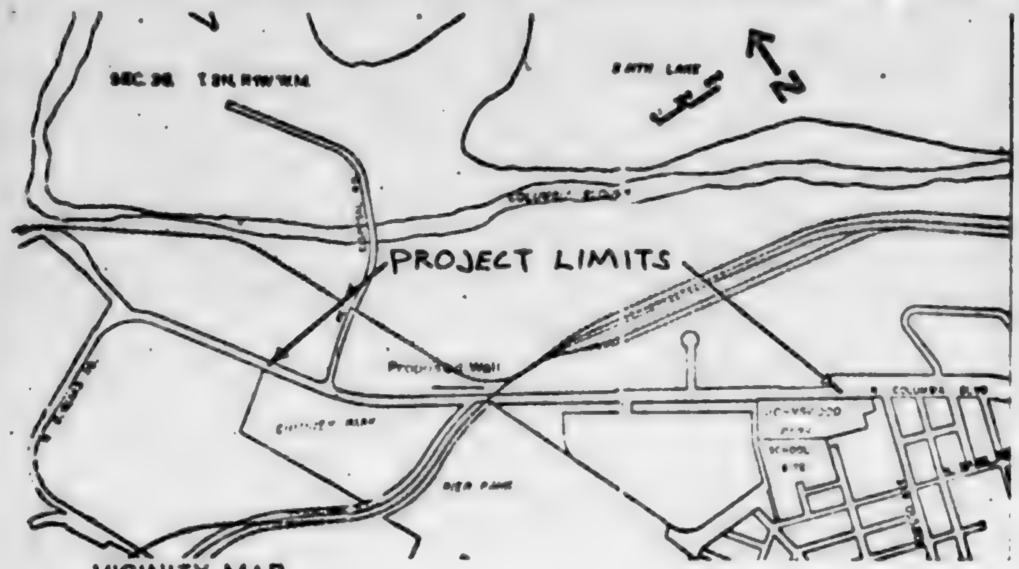
OREGON STATE HIGHWAY DIVISION

VICINITY MAP & PROFILE
STREET OVERCROSSING OF RAILROAD
WEST CITY LIMITS - N. OSWEGO AVE. SEC.
N. COLUMBIA BLVD.
MULTNOMAH COUNTY

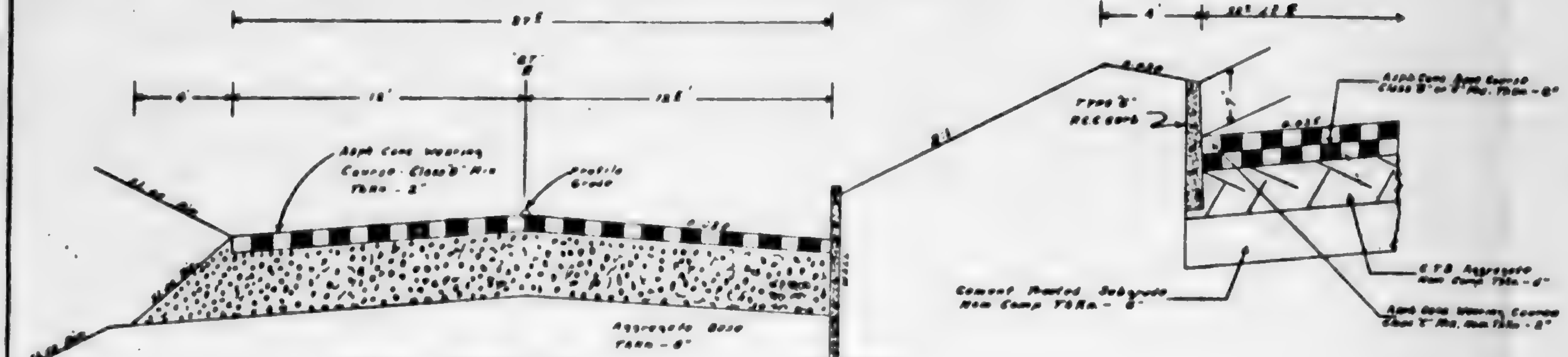
Survey by G.P. [illegible], Res. Engr. [illegible], 1977

BRIDGE Nº 16585 DR. Nº 55091 [illegible]

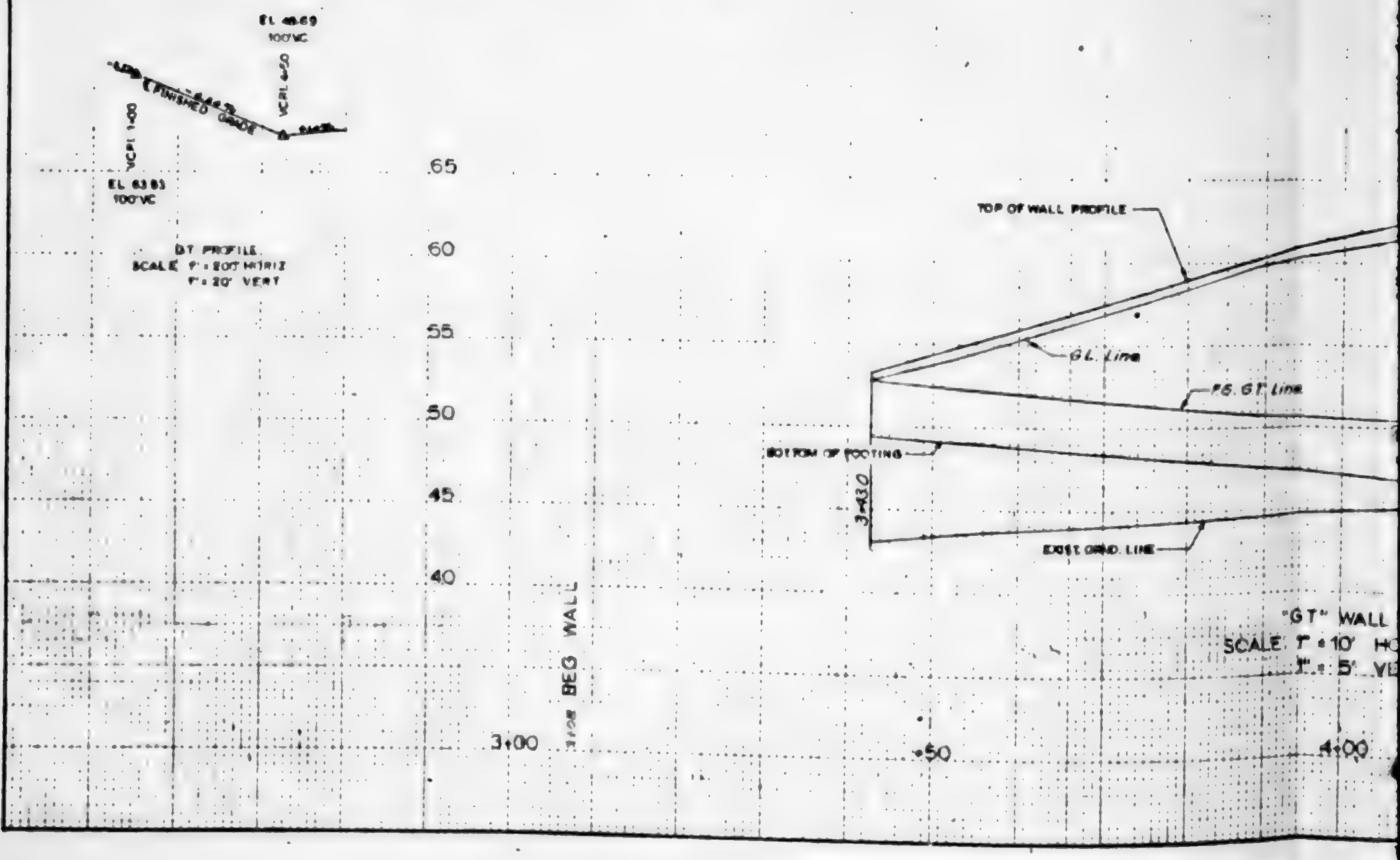
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED


SEC. 26 T 3N, R 1W W.M.
BATH LAKE
N
COLUMBIA BLVD
PROJECT LIMITS
Proposed Wall
COLUMBIA BLVD
PARK
SCHOOL SITE
PIER PARK

VICINITY MAP
SCALE: 1" = 1,000'


"GT"
℄
6'
18'
Asph Conc Wearing Course - Class "B" Mix Tknn - 2"
Profile Grade
Aggregate Base Tknn - 6"
4'
Type "B" P.C.C. Curb
Asph Conc Base Course Class "B" or "E" Mix Tknn - 8"
C.T.B. Aggregate Nom Comp Tknn - 6"
Cement Treated Subgrade Nom Comp Tknn - 6"
Asph Conc Wearing Course Class "B" Mix Nom Tknn - 2"

Typical "GT" Wall Sect.

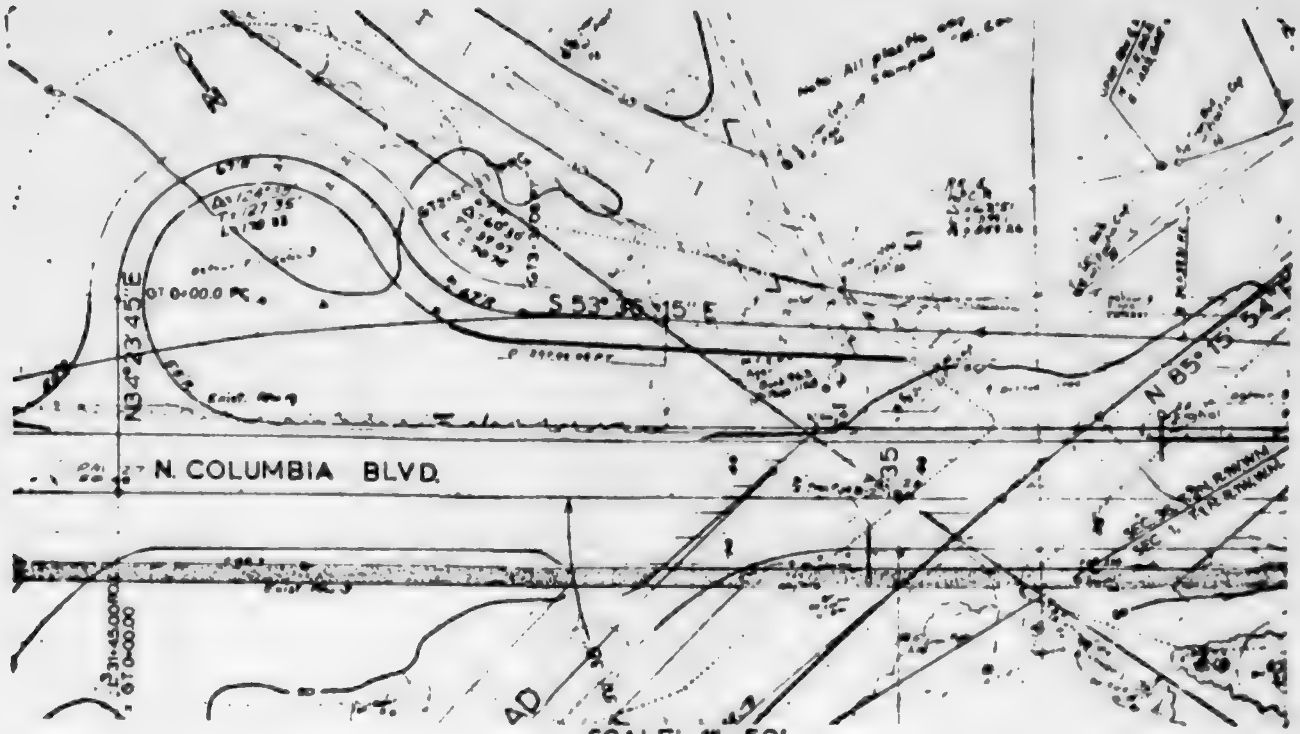

EL 48.69
100'VC
VCPI 4+50
FINISHED GRADE
VCPI 1+00
EL 63.83
100'VC
.65
.60
.55
.50
.45
.40
TOP OF WALL PROFILE
G.L. Line
F.G. GT Line
BOTTOM OF FOOTING
3+43.0
EXIST. GRND. LINE
3+08 BEG WALL
3+00
+50
4+00

DT PROFILE
SCALE 1" = 200' HORIZ
1" = 20' VERT

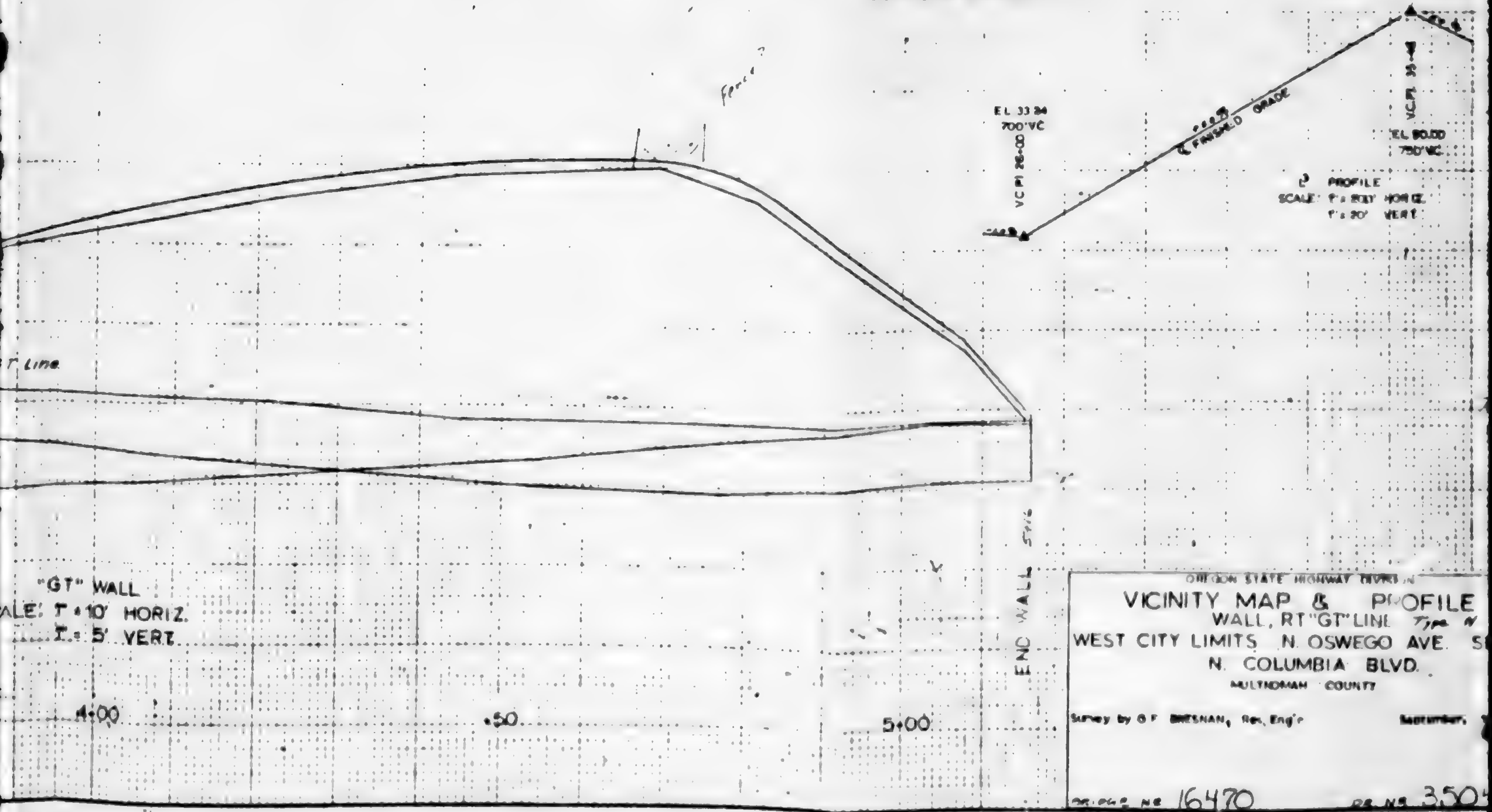
"GT" WALL
SCALE 1" = 10' HO
1" = 5' VE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		


N 34° 23' 45" E
GT 0+00.0 PC
S 53° 35' 15" E
N 85° 15' 54"
N. COLUMBIA BLVD.
35
40

SCALE: 1" = 50'
CONTOUR INTERVAL = 2'


Fence?
EL. 33.34
700' VC
VCPI 26+00
℄ FINISHED GRADE
VCPI 35+00
EL 80.00
750' VC
℄ PROFILE
SCALE: 1" = 200' HORIZ.
1" = 20' VERT.
T Line
END WALL Sta
"GT" WALL
ALE: 1" = 10' HORIZ.
1" = 5' VERT.
4+00
.50
5+00

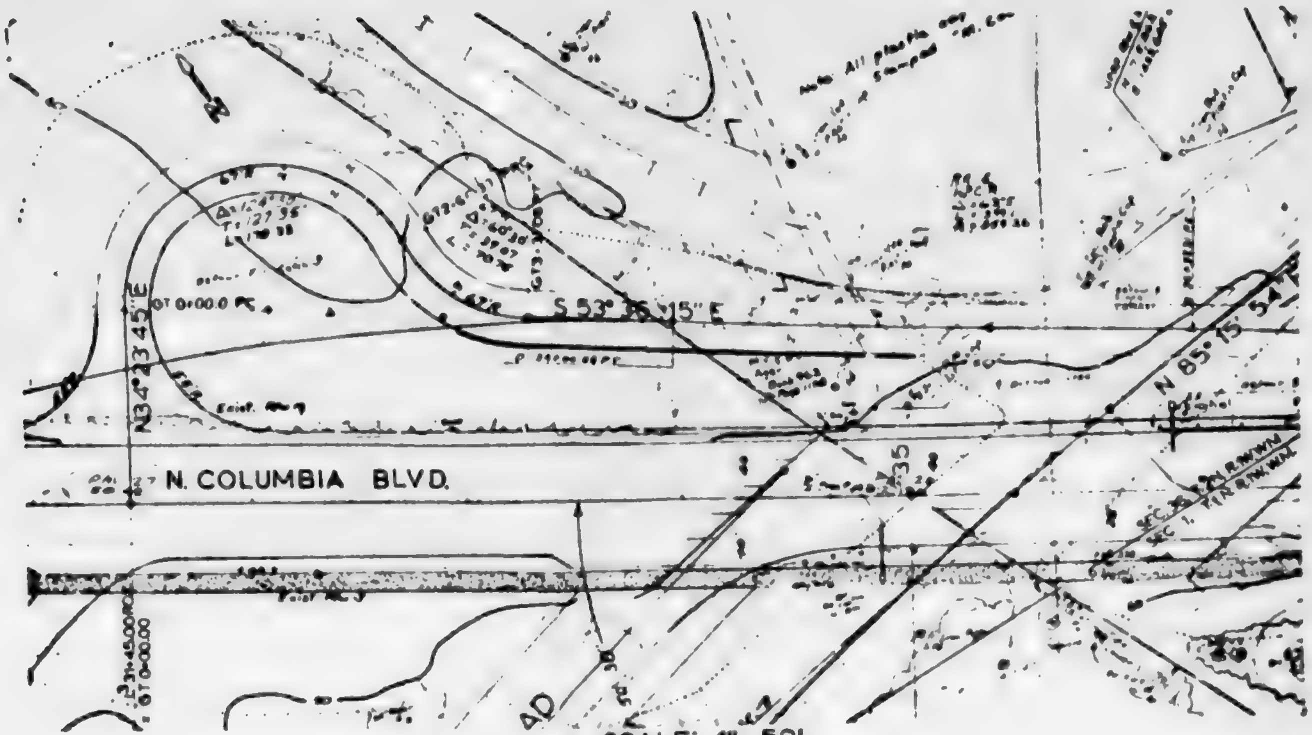
OREGON STATE HIGHWAY DIVISION

VICINITY MAP & PROFILE
WALL, RT "GT" LINE *Type N*
WEST CITY LIMITS N. OSWEGO AVE. S
N. COLUMBIA BLVD.
MULTNOMAH COUNTY

Survey by G.F. BRESNAN, Res. Eng'r September,

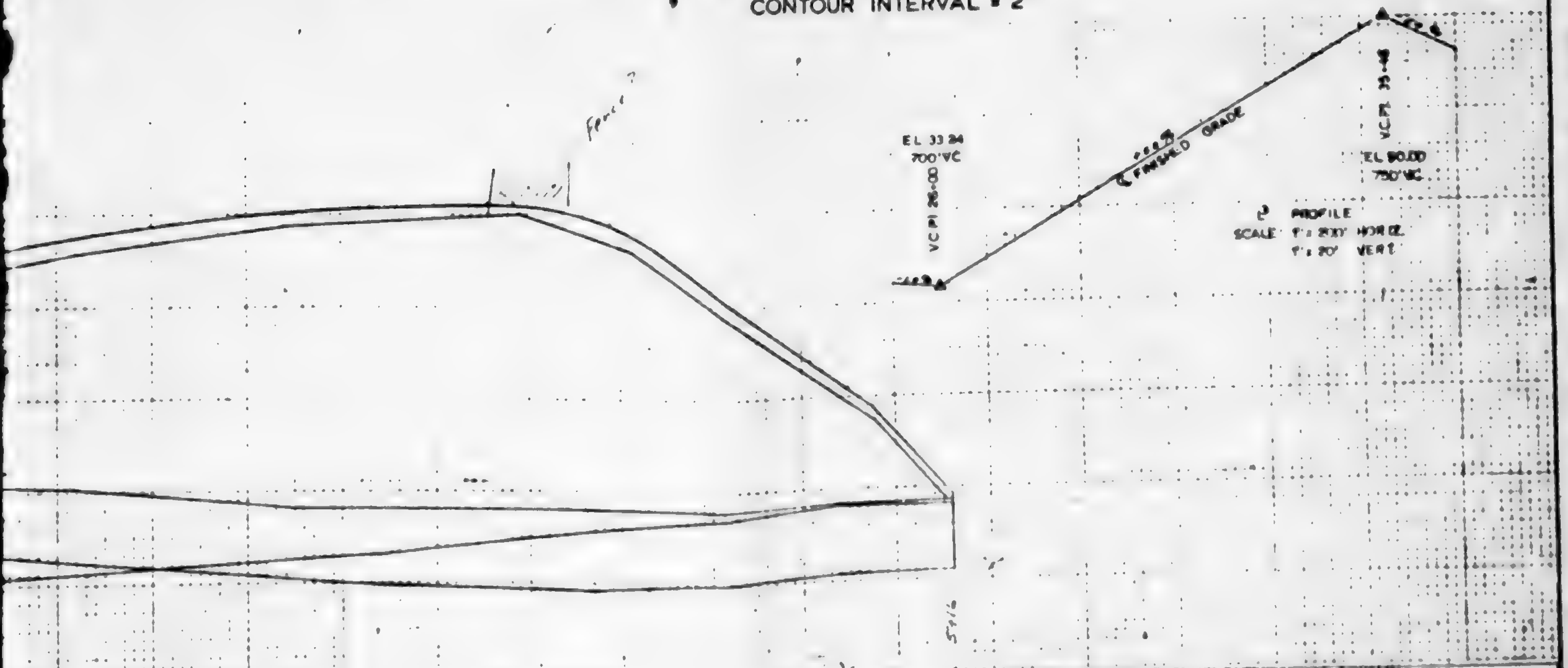
BRIDGE NO. 16470 DR. NO. 350

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
8	OREGON			See Index



N 34°23'45" E
S 53°35'15" E
N 85°15'54"
N. COLUMBIA BLVD.
GT 0+00.0 PC

SCALE: 1" = 50'
CONTOUR INTERVAL = 2'



EL 33.84
700' VC
VC PI 26+00
℄ FINISHED GRADE
EL 90.00
750' VC
℄ PROFILE
SCALE: 1" = 200' HORIZ.
1" = 20' VERT.
Fence ?
END WALL 5+16
.50
5+00

OREGON STATE HIGHWAY DIVISION

VICINITY MAP & PROFILE

WALL, RT "GT" LINE Type N
WEST CITY LIMITS N. OSWEGO AVE. SEC.
N. COLUMBIA BLVD.
MULTNOMAH COUNTY

Survey by G.F. [illegible], Res. Eng'r
September, 1977

BRIDGE No 16470
DR. No 35042

1591

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
DES 23
16385
16470

August 20, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Columbia Boulevard Overcrossing of UPRR
West City Limits - N. Oswego Avenue Section
North Columbia Boulevard
Multnomah County
BRS 16385 and 16470

RECEIVED
TECHNICAL SERVICES
AUG 21 '81
REFER TO

FOR

Info	Invas	R/D	D/R	Sign	Act	File

Enclosed are two reduced prints of Drawings 35871, 35041 and 35042 which are the preliminary plan and elevation and vicinity maps for this structure and retaining wall. Also enclosed are two copies of the foundation report. The alignment, roadway width and sidewalk are in accordance with the standards governing the project.

The structure replaces an existing grade crossing of Columbia Boulevard and the UPRR. The roadway width of 64'-0" allows for two 14-foot lanes, two 12-foot lanes and a 12-foot median, with an eight-foot sidewalk on the south side of the roadway. The use of four-foot deep precast box beams in the superstructure was determined to be the most economical and will best facilitate the work over the existing railroad and keep the new gradeline to a minimum height over the railroad. The UPRR has requested a minimum vertical clearance of 24'-0" and a total horizontal clearance of 56'-0". Although the roadwork will be constructed in stages, with a detour grade crossing north of the structure, the structure can be constructed at one time by constructing the end bent pilecaps on falsework, where they project beyond the Stage I fill slopes.

Form 734-3122

The estimated cost of this structure, including an allowance for engineering and contingencies, is $1,500,000, which includes $70,000 for the retaining wall.

We request your approval of our preliminary plan and your concurrence that this project is eligible for FAI-X funding.

GDA:jrb

Enclosures

cc: E. S. Hunter
D. R. Moehring
Lyle Watson /w/ 1 set
E. L. Hardt /w/ 1 set
R. N. Bothman /w/ 2 sets
Gary Potter /w/ 1 set

Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

1 Versteeg DOW
✓ Anderson JW
Chris...
Dis...
Sullivan

RECEI...
JUN 12 1981
ROAD DESIGN
SECTION

ROW 18-2

June 12, 1981

Mr. R. S. Orr
Public Projects Engineer
Union Pacific Railroad Co.
PO Box 8979
Portland, OR 97208

Portland West City Limits - North
Oswego Avenue Section
FAU 9956 (North Columbia Blvd.)
Multnomah County

Dear Bob:

Our designers have suddenly realized that in building the subject structure, which includes a detour of North Columbia Blvd., they have no means of providing access to some abutting property owners. Present routes of access are shown in pink on the attached sheet one.

When this project is built, the first action will be to build a detour route which is shown in red on sheet two. When traffic is on the detour we will construct the bridge. When the bridge is completed, Columbia Blvd. traffic will be put on a portion of the bridge while a wall and an access road are constructed for the abutting property owners. It is during this last stage that we have the problem with access. Inasmuch as a good share of the existing access is over Railroad property, I would like your reaction to our constructing a road under the new bridge as shown in red on sheet one and in red on sheet three. This access road would only be used while we are removing the detour and building and paving the new access road. Your early consideration and response to this proposal would be appreciated.

Our past correspondence has never mentioned specifically the construction of a crossing and installation of railroad signals on the detour route. I hope you will have these items included in the agreement you are preparing.

REFERRED TO
1 Cole
Ellison

RECEIVED
JUN 16 1981
ROAD DESIGN
Versteeg
Anderson

Cordially,

Roger D. Trygstad
Roger D. Trygstad
Railroad and Utility Engineer

NOTED
D. O. ...

RDT/llr
Attachments
cc: Don Haynes

...m 81 731 0023 (9-77)

2537 C Set 1 C

FINAL NOISE STUDY REPORT

___Versteeg___
___Anderson___
Copy Christensen___
___Olson___
Copy Sullivan___
___Terpin___
1 Trout___
___Wakerlig___

RECEIVED
OCT 9 1981
ROAD DESIGN SECTION

Do Not File
Return To___
Bring Up ___/___/___
Action___

Portland W.C.L. - N. Oswego Avenue
FAUS-9956 Columbia Boulevard
(City of Portland, Oregon)
Multnomah County

Excerpted from
Final Negative Declaration

Prepared by:

Lee Doss, Asst. Environmental Engineer
Environmental Section
Oregon Department of Transportation

May, 1981

DESCRIPTION AND PURPOSE OF PROJECT The purpose of the project is to provide a structurally sound roadway, a left-turn lane, storm sewer, and lighting for Columbia Boulevard. Another major purpose of the project is to increase safety and eliminate delay for Columbia Boulevard users at the rail crossing near Terminal Road.

The existing roadway of Columbia Boulevard consists of four 11 foot travel lanes with no curbs, paved shoulders, or median. The original paved roadway was constructed in 1940 with inadequate base materials which has contributed to its deteriorated condition.

The proposed 64 foot roadway section will accommodate two 12 foot and two 14 foot travel lanes and a 12 foot turning median. The roadway will follow existing alignment, and will be widened symetrically about the existing centerline. High pressure sodium vapor cut-off luminaires with underground wiring are proposed. Storm sewers and a new outfall to the Columbia Slough will be constructed, and a combination bicycle path/sidewalk is planned for the south side of Columbia Boulevard. A railroad track currently crosses Columbia Boulevard adjacent to Terminal Road. This grade crossing will be eliminated by constructing an overcrossing structure to separate Columbia Boulevard traffic from train traffic. Terminal Road will be cul-de-saced approximately 1,000 feet south of Columbia Boulevard to eliminate the need for ramps from Terminal Road to the proposed overcrossing structure and to eliminate truck traffic between Pier and Chimney Parks. An access road will be built to serve industrial properties north of Columbia Boulevard near Terminal Road.

The closure of Terminal Road will necessitate improvements near the intersection of N Sever Road and N Lombard Street. Truckers from a Sever Road industrial area currently use Terminal Road to travel to Columbia Boulevard. Once Terminal Road is closed it will be necessary to turn left from Sever Road to get to Columbia Boulevard via Burgard Road. This left-turn move is impossible for long truck-trailer vehicles because of the acute angle of the Sever Road/Lombard intersection. A turn-around will be provided at this intersection to accommodate the movement of long trucks from Sever Road to Columbia Boulevard.

Borrow material and other construction materials will be obtained from local commercial sources and waste materials will be disposed of in a manner consistent with all rules and regulations.

Noise

Noise sensitive property in the project area includes Chimney, Johnswood, and Pier Parks, two apartment complexes on the south side of Columbia Boulevard, and five single family residences on the north side of Columbia Boulevard near Terminal Road.

Existing noise was measured at four sites during March of 1977. The sites were at Chimney Park, Johnswood Park, the St. Johns Woods apartment complex, and at a single family residence adjacent to the north side of Columbia Boulevard. Refer to Figure 3. Noise measurements and traffic counts were taken during the evening peak traffic period. The results of the measurements are presented in Table I. As can be seen, the existing L_{10} noise levels (noise level exceeded 10% of the time) are all above the Federal design noise level of 70 dBA.*

Noise levels were predicted for the year 1990, and the results are presented in Table I. Noise levels at all four sites are predicted to be higher in 1990 than they are now. The majority of the predicted increase in noise levels is due to increasing traffic in 1990, and would occur with or without the proposed project. Approximately 1.5 dBA of the increase is due to the project because of travel lanes being closer to sensitive receptors.

---

* dBA is the sound pressure level in decibels measured with a frequency weighting network corresponding to the "A-scale" on a standard sound level meter. The A-scale suppresses lower frequencies and closely approximates human response to traffic noise.

MITIGATING MEASURES

Noise mitigation measures at the parks is not justified, since park activities do not take place near Columbia Boulevard during the peak traffic hour. A noise barrier would not be effective at the single family residences located adjacent to Columbia Boulevard, since numerous access breaks would render a barrier ineffective. A landscaped earth noise barrier is proposed for the St. Johns Woods apartment complex south of Columbia Boulevard. The earth berm can be placed in a 90 foot wide strip of City owned land located between Columbia Boulevard and the apartments. A noise barrier for the new apartments west of St. Johns Woods was investigated, but would not be effective since the apartments are located considerably higher than the elevation of Columbia Boulevard.

Noise mitigation measures were considered for all three parks involved with the project, but no measures are proposed since no park activities are taking place or planned near Columbia Blvd. during peak noise periods. It should be noted that the 70 dBA noise contour is predicted to be 150 to 200 feet from Columbia Blvd. in 1990, and the Astronomy Center at Chimney Park is located 240 feet from Columbia Blvd. which is out of the area for critical noise considerations. In addition, major activities at the Astronomy Center would take place during nighttime hours which are later than peak noise periods.

Impacts During Construction

The usual disagreeable effects of any street construction project will be experienced during construction of the proposed project. Dust, construction equipment noise, and traffic disruption will be evident. Adverse environmental effects due to construction will be minimized by requiring the contractor to uphold all Federal, State, and Local regulations controlling air and water pollution, open burning, dust, and equipment noise. All construction activities will be regulated by the Portland Noise Ordinance which limits construction noises to 85 dBA when measured at fifty feet from the source. Pile drivers, pavement breakers, scrapers, concrete saws and rock drills are exempted from the noise standard. All construction equipment must have sound control devices no less effective than those provided on original equipment, and unmuffled exhausts are not allowed. The exempted equipment listed above cannot operate from 6:00 p.m. to 7:00 a.m. the following morning, and 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and on legal holidays.

Construction will be staged to minimize traffic distruption, and at least one travel lane in each direction will remain open at all times.

VICINITY MAP

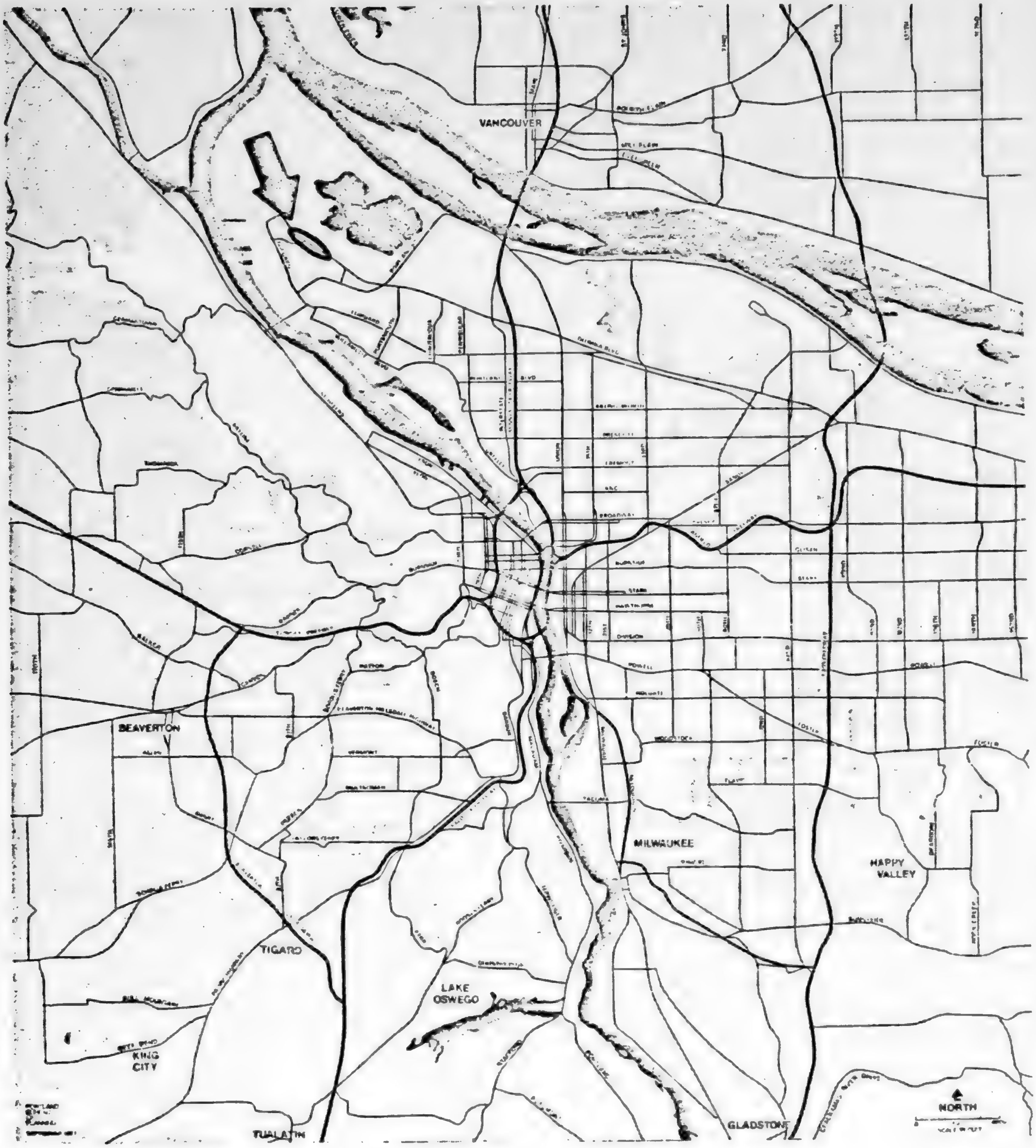

VANCOUVER
BEAVERTON
MILWAUKEE
HAPPY VALLEY
TIGARD
LAKE OSWEGO
KING CITY
TUALATIN
GLADSTONE
NORTH

FIGURE 1

TABLE 1

COLUMBIA BOULEVARD NOISE LEVELS

Site Number	Site Description	Present L_{10} (dBA)	1990 L_{10} (dBA)
1	Chimney Park	71	78-81
2	Johnswood Park	74	78-81
3	Apartment Complex	73 (at property line) 72 (at housing unit)	76-77 75-76
4	Single Family Residence (8829 N Columbia)	79 (at property line) 76 (at housing unit)	80-83 77-80

NOTES: (1) Sites No. 1 and No. 2 are located 50 feet from the center lane of travel on Columbia Boulevard.

(2) For Site No. 3 the property line is located 100 ft. from the center of Columbia Boulevard, and the nearest housing unit is located 135 ft. from the center of Columbia Boulevard.

(3) For Site No. 4 the property line is located 30 ft. from the center lane of travel on Columbia Boulevard.

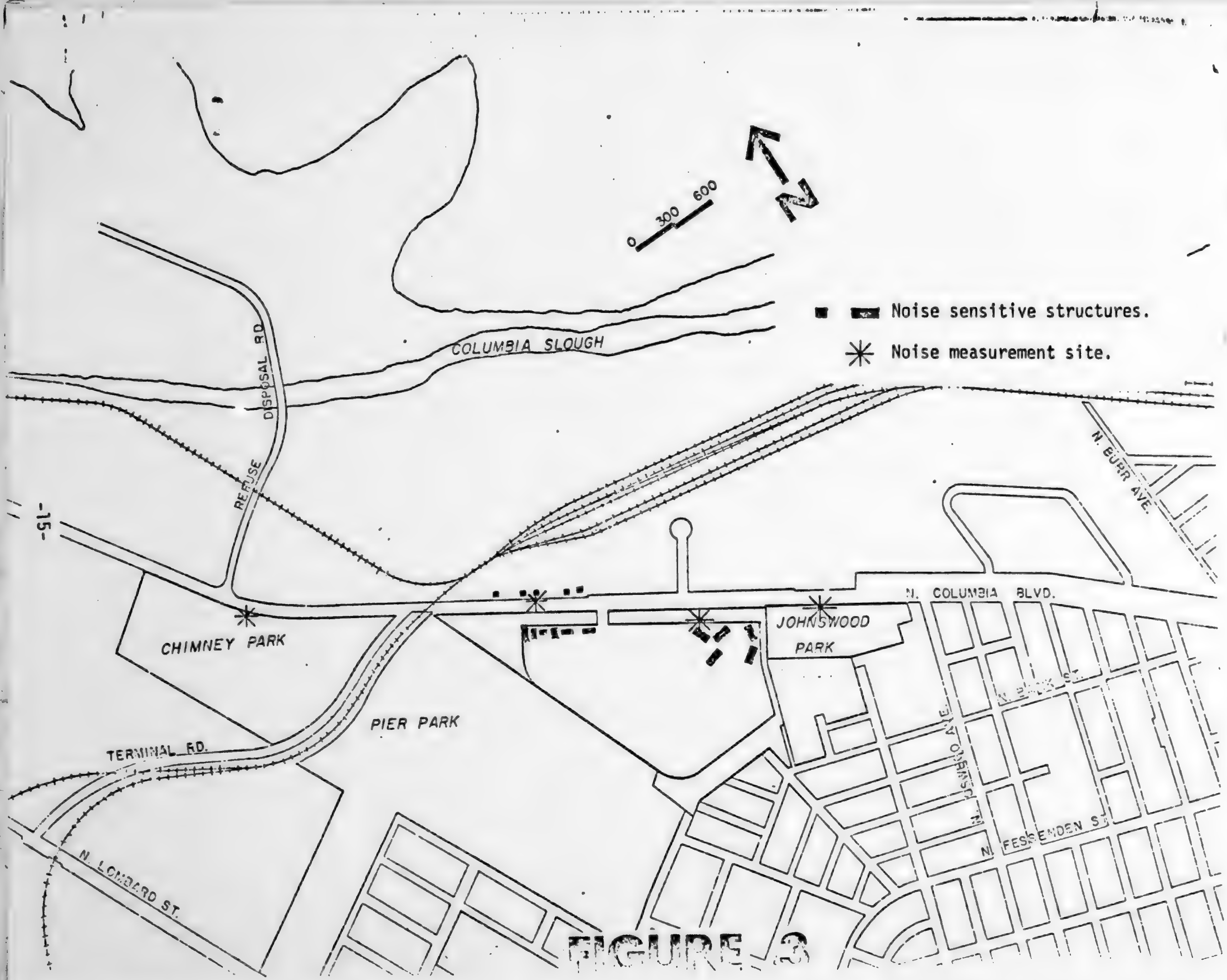

Noise sensitive structures.
Noise measurement site.
0
300
600
N
COLUMBIA SLOUGH
REFUSE DISPOSAL RD.
-15-
CHIMNEY PARK
PIER PARK
TERMINAL RD.
N. LOMBARD ST.
JOHNSWOOD PARK
N. COLUMBIA BLVD.
N. BURR AVE.
N. OSWEGO AVE.
N. FESSENDEN ST.

FIGURE 3

The Portland Bureau of Parks is represented on the Technical Advisory Committee for the project, and has been closely involved with development of mitigation measures. The project has also been coordinated with the Northwest Region of the Heritage Conservation and Recreation Service, U.S. Department of the Interior, since December of 1976.

After investigating the significance of implementing the proposed project or alternatives, it has been determined that there are no feasible or prudent alternatives to the project, and that all possible actions to minimize harm have been taken.

APPENDIX

ORIGINAL NOISE STUDY

"COLUMBIA BOULEVARD TRAFFIC NOISE LEVELS"

COLUMBIA BOULEVARD TRAFFIC NOISE LEVELS

Introduction

This report concerns traffic noise levels in the Columbia Boulevard project area, and is prepared for the Bureau of Streets and Structural Engineering.

It considers present traffic volumes and noise levels for peak hour conditions, the prediction of anticipated (1990) traffic noise levels, comparison of the predictions with Federal noise guidelines (see Appendix A), and the identification of possible noise reduction measures should predicted levels exceed the guidelines.

Project Area, Site Selection, and Procedures.

The project area is shown in Figure 1. It extends along N. Columbia Blvd. from Oswego Avenue to the west City Limit. Four travel lanes and a 16 foot turning median are proposed. Alignment will remain as present; curb-to-curb distance is 64 feet. An overcross is planned at the railroad track near terminal Road, which street will become a cul-de-sac south of Columbia Blvd.

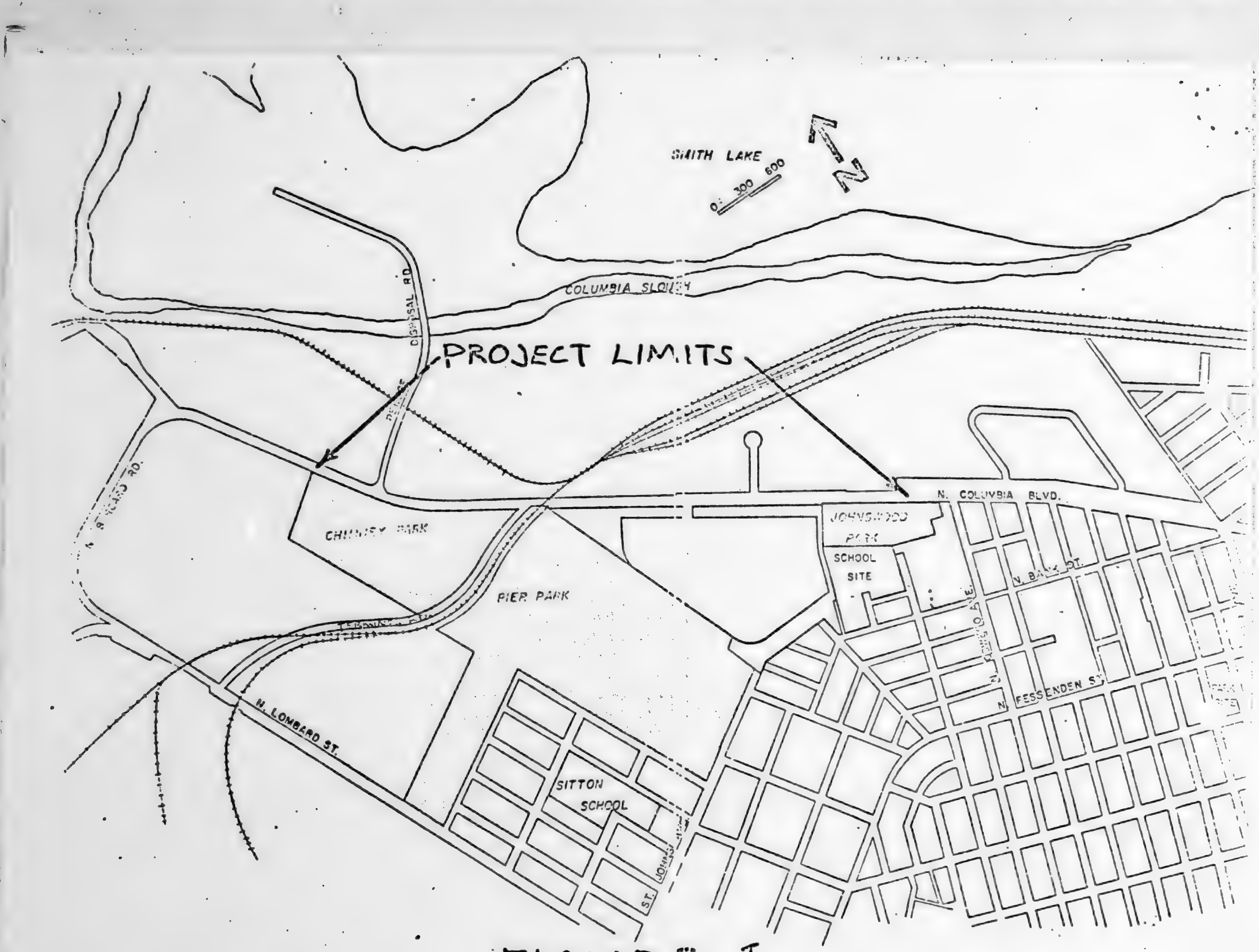
Noise sensitive property in the project area includes Chimney, Johnswood and Pier Parks, an apartment complex on the south side of Columbia Blvd. (8652 N. Swift Way), and four single-family residences on the north side, both east and west of Terminal Road.

Four sites were selected for noise measurements: Chimney Park (site 1-3/10/77), Johnswood Park (site 2-3/14/77), and a representative residence on the north side of Columbia Blvd. at 8829 N Columbia Blvd. (site 4-3/10/77). At the first three sites, the microphone was located 50 feet from the center lane of travel of Columbia Blvd.; at the single-family residence it was at the edge of the property immediately alongside Columbia Blvd., approximately 30 feet from the center lane of travel.

Traffic counts were taken during noise measurements at sites 1,2, and 3. Counts at sites 2 and 3 are considered as representative of volumes at site 4; those obtained that same day at site 1 are not, since additional numbers of east-bound vehicles enter Columbia Blvd. at Terminal Road and produce higher volumes at site 4. All traffic counts were obtained during mid-week (Wed. & Thurs.). Noise measurements were obtained between 3:30 p.m and 5:30 p..m.at site 3, and between 4:00 p.m. and 5:30 p.m. at the other sites, these periods considered as encompassing peak hour conditions.

Equipment

A B&K Environmental Noise Classifier, model 166S45, with an attached B&K model 4117 one-inch microphone and windscreen was used at site 4. A Metrosonics dB-602 Noise Analyzer, with an attached Gen Rad model 1906-9601 1/2 inch type 1 microphone mounted in an all-weather "environmental package" was used for data collection at the other three sites.


SMITH LAKE
0 300 600
N
COLUMBIA SLOUGH
REFUSE DISPOSAL RD.
N. BURGARD RD.
N. COLUMBIA BLVD.
CHIMNEY PARK
PIER PARK
JOHNSWOOD PARK
SCHOOL SITE
N. BANK ST.
N. OSWEGO AVE.
N. FESSENDEN ST.
N. LOMBARD ST.
SITTON SCHOOL
ST. JOHNS AVE.

PROJECT LIMITS

FIGURE I

Results

Noise data obtained at site 1 (Chimney Park) are presented for the entire period sampled (4:00-5:30 p.m.) in Figure 2 as a cumulative histogram of statistical noise levels. Such levels indicate the percentage of time that a given dBA sound level is exceeded. The measure is generally accepted as a means of describing noise that changes over time. An L_{10} = 70 dBA is exceeded at that location. This value for site 1 is 71 dBA, the L_{50} = 61 dBA and the L_{90} = 52 dBA. Other statistical noise levels may be read directly from the figure. Figure 3 indicates the percentage of samples at each dBA sound level (the sampling rate was 8/sec., totalling 44,000+ samples for the entire period). The mode value is 60 dBA, and the distribution is approximately normal, as would be expected for traffic noise.

Table 1 indicates selected statistical noise levels obtained at sites 2,3,and 4 from sequential 15 minute periods throughout the durations considered. Measurements at site 4 appear to be higher since the microphone location was closer to the center lane of travel, and do not reflect any other special conditions. If these data are corrected to a 50 foot distance, four dBA should be subtracted, rendering them similar in value to those obtained at the other sites.

Table 1. Selected statistical noise levels obtained at three Columbia Blvd. sites (see text)

	L_{10}			L_{50}			L_{90}		
TIME	S-2	S-3	S-4	S-2	S-3	S-4	S-2	S-3	S-4
3:30-3:45	--	76	--	--	68	--	--	57	--
3:45-4:00	--	75	--	--	65	--	--	52	--
4:00-4:15	74	76	79	66	69	70	57	57	60
4:15-4:30	74	76	80	65	66	70	54	55	59
4:30-4:45	75	76	81	68	68	72	57	56	62
4:45-5:00	74	75	78	63	66	68	54	52	59
5:00-5:15	73	73	76	63	61	64	48	45	58
5:15-5:30	73	73	74	60	60	61	50	51	53

As can be seen, noise levels are stable for these locations. Noise levels at site 1 are slightly lower, consistent with the observed lower traffic levels past this point. Table 2 presents traffic volumes recorded at sites 1, 2, and 3.

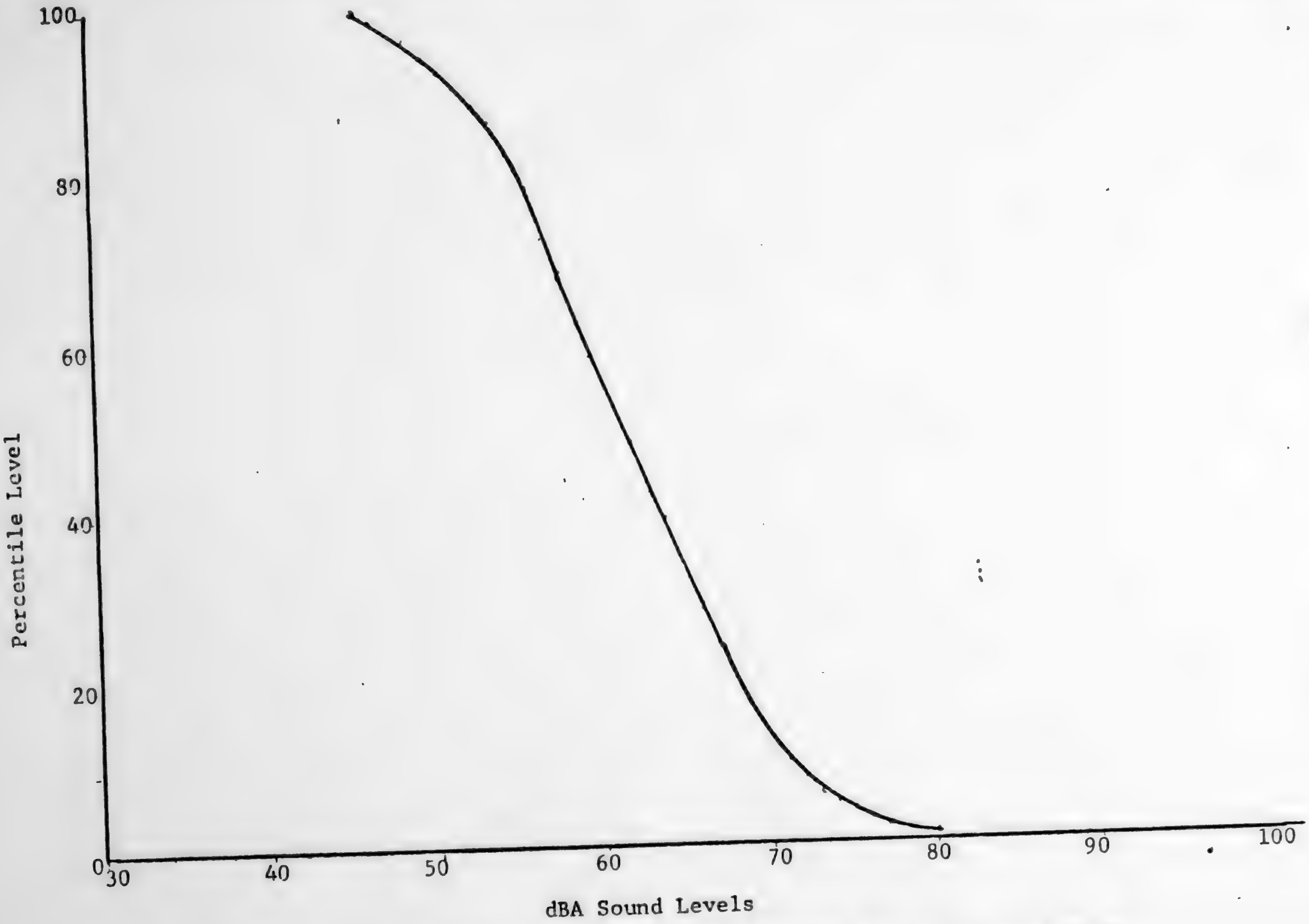


Figure 2. Statistical Noise Levels at Site 1 (Chimney Park), Columbia Blvd. 3/10/77. Sampling rate 8/sec.

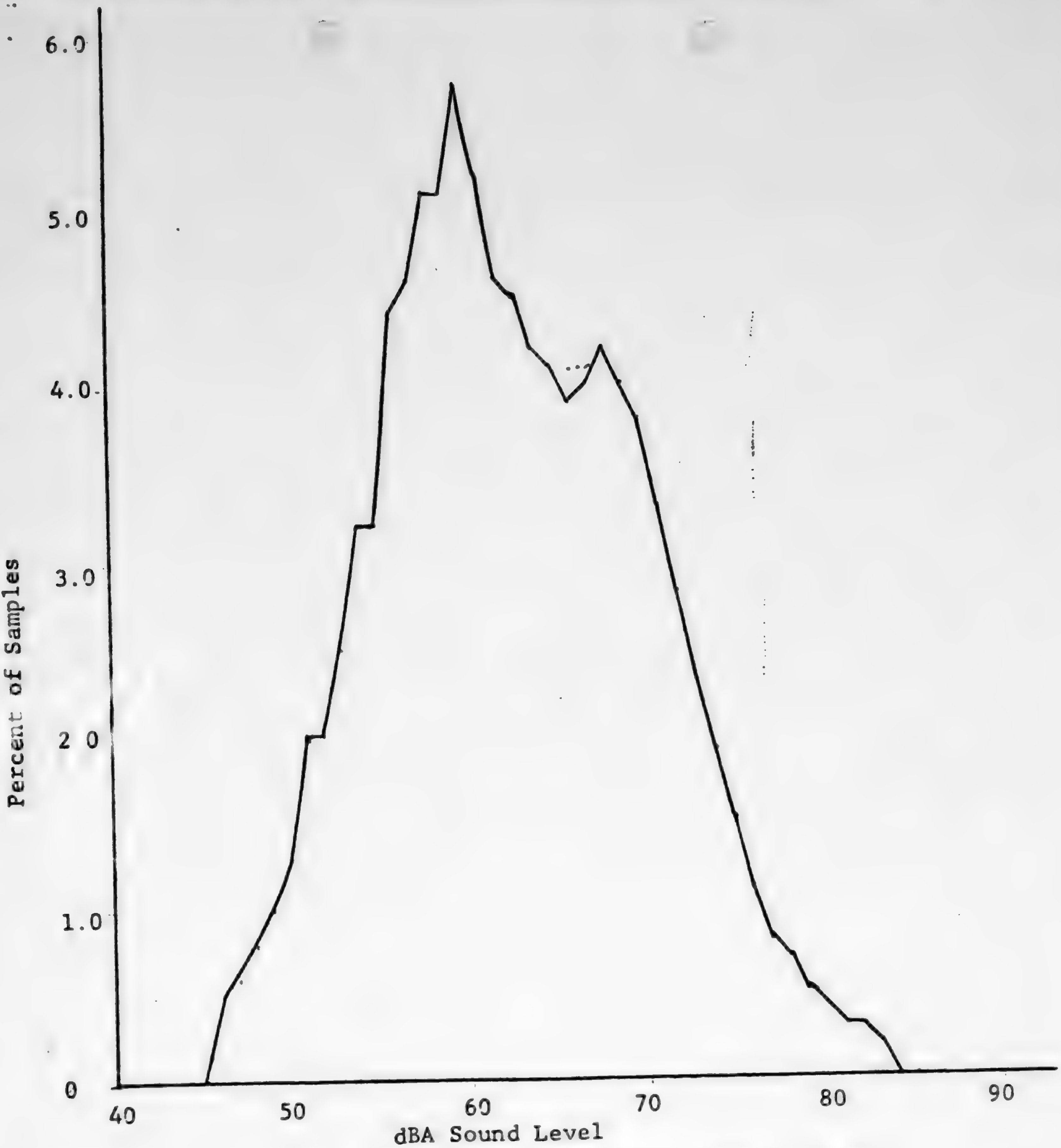


Figure 3. Percentage of samples at dBA sound level - Site 1 (Chimney Park), Columbia Blvd. 3/10/77. Sampling rate 8/sec.

Table 2. Columbia Blvd. traffic counts at three selected sites.

A. Site 1 - Chimney Park (3/10/77)

Time	cars (cumulative)	trucks (cumulative)	totals	% trucks
4:00-4:15	152 (152)	12 (12)	164 (164)	7
4:15-4:30	124 (276)	17 (29)	141 (305)	12
4:30-4:45	141 (417)	11 (40)	152 (457)	7
4:45-5:00	67 (484)	7 (47)	74 (531)	9
5:00-5:15	77 (561)	5 (52)	82 (613)	6
5:15-5:30	55 (616)	7 (59)	62 (675)	11

B. Site 2 - Johnswood Park (3/30/77)

Time	cars (cumulative)	trucks (cumulative)	totals	% trucks
4:00-4:15	195 (195)	25 (25)	220 (220)	11
4:15-4:30	145 (340)	17 (42)	162 (382)	10
4:30-4:45	218 (558)	17 (59)	235 (617)	7
4:45-5:00	139 (697)	13 (72)	152 (769)	9
5:00-5:15	108 (805)	7 (79)	125 (894)	6
5:15-5:30	87 (892)	11 (90)	98 (992)	11

C. Site 3 - Apartment complex, south side Col. Blvd. (4/14/77)

Time	cars (cumulative)	trucks (cumulative)	totals	% trucks
3:30-3:45	181 (181)	33 (33)	214 (214)	15
3:45-4:00	117 (298)	24 (57)	141 (355)	17
4:00-4:15	198 (496)	32 (89)	230 (585)	14
4:15-4:30	157 (653)	29 (118)	186 (771)	16
4:30-4:45	203 (856)	28 (146)	231 (1002)	12
4:45-5:00	189 (1045)	14 (160)	203 (1203)	7
5:00-5:15	120 (1165)	17 (177)	137 (1342)	19
5:15-5:30	73 (1238)	16 (193)	89 (1431)	18

Predicted Noise Levels.

FHWA (the Federal Highway Administration) has developed a nomograph for the approximation of L_{10} highway noise levels. This procedure considers average vehicular speed, percentage of trucks, vehicles/peak hour and distance to observer. Generally values derived by this procedure are good approximations of highway noise levels, but tend to be about 2-4+ dBA higher than observed when applied to intra-city roadways. The predicted L_{10} values derived for sites 1, 2, and 3 are from 2-6 dBA higher than the observed noise levels.

If the nomograph is used to predict future levels based on anticipated (1990) use (1475 vehicles/peak hour, 15% trucks, 45 mph, at 50 foot distance), the resulting L_{10} value is calculated at 83-84 dBA. This figure probably represents an overestimation of to-be measured noise levels by about 3-6 dBA. Therefore, a "corrected" (reduced) estimate of L_{10} for 1990 traffic volumes is 78-81 dBA at each site, which represents an increase over present conditions of 7-10 dBA at site 1, 5-6 dBA at sites 2 and 3, and from 4-8 dBA at site 4. A computation for site 4 based on the 30 foot distance results in an uncorrected L_{10} = 86 dBA.

When the L_{10} = 70 dBA design noise level is exceeded, sound reducing measures are called for. Since both future and present levels exceed this criterion to varying degrees, consideration of such measures is in order.

Sound Reduction Measures

Sound reduction may be accomplished by modification of the source, the pathway and the receiver, either singly or in combination. Although source modification is the most effective, it is impractical to apply to large volumes of traffic. Pathway modification generally includes the interposition of berms or barriers. Berms sometimes require considerable space to achieve necessary height, and are therefore inappropriate where setback space is limited. Trees and shrub barriers are not effective for acoustic reduction; a design value of about 5 dBA per 100 feet of planting may be used if the trees are at least 15 feet tall and densely planted. In order for a barrier to be effective, it must break the line of sight between source and receiver, or permit line of sight only at distances great enough to allow sufficient sound attenuation because of the distance itself. Where driveway access is required, acoustical walls or barriers are limited in effectiveness. Receiver modification typically takes the form of treatment of windows and doors, and increasing of insulation.

Generally, pathway modification to reduce traffic noise is attempted first; where that is not feasible, receiver modification is the next choice. In extreme cases, condemnation of property or even the moving of houses can occur, although infrequently.

Comments and Recommendations

Site 1 - Chimney Park

The microphone was set up within 50 feet of the center lane of travel, at the park periphery. The noise levels are borderline in regards corrective action. Although the present L_{10} value (71 dBA) is within 1 dBA of the federal design/noise guideline, and within sampling error, the L_{50}=61 dBA, and the L_{90}=52 dBA values indicate high ambient conditions. The anticipated (1990) increase of 7-10 dBA sets the 70 dBA contour line between 150-200 feet inside the park border, thereby reducing the amount of usable park area not subject to noise impacts. In view of the park area available, and the degree of use of this park, this restriction does not appear critical; no corrective action is recommended. Should the use of the park substantially increase, the application of a berm or barrier at the road-park boundary would reduce noise to acceptable levels (L_{10} = 70 dBA or less) over a wide park area. These comments are also considered applicable to Pier Park which is immediately adjacent to the west of Chimney Park.

Site 2 - Johnswood Park

(78-81 corrected)

Although the present (L_{10} = 73-75 dBA) and future (L_{10} = 83-84 dBA) noise levels are again above design/noise guidelines, the low level of park activity does not strenuously argue for immediate corrective action via berm or barrier. Should the park become a focus for neighborhood activity, sound reduction measures would be appropriate. Such measures here could be merged with those called for at the adjacent apartment complex (see below).

Site 3 - Apartment complex at 8652 N Swift Way

Here the measurement site is approximately 50 feet from the center lane of travel, and the present L_{10} values range from 73-76 dBA. At the edge of the housing unit itself, which is an additional 75 feet away from the road, values are approximately 4 dBA less (69-72 dBA). The 1990 anticipated L_{10} noise levels at the edge of the property will range from 76-77 dBA during peak hour. This value and the present L_{50} and L_{90} statistical noise levels (Table 1) are sufficiently high to be of significance and concern for residential use, and warrant corrective action. Although most of the complex is additionally buffered by both distance and the interpositioning of other units, the three adjacent to the road are not. Each unit contains 8 apartments.

1990 L_{10} at edge of housing = 75-76 dBA

Sufficient setback is available for a berm, or should that not be the method of choice, a barrier can be erected. Both must break the line of sight to the roadway, and be of sufficient height to block the transmission of truck stack noise (12-13 feet above ground) to second floor apartment units. To be effective, and to reduce the L_{10} values below the design/noise guideline, a berm or barrier of approximately 1400 feet in length is contemplated, although the length could be reduced considerably by turning the ends of the barrier in towards the receiver. Continuation of the barrier to the east would also reduce noise levels in the adjacent Johswood Park. Specific design features are not included in this report.

Site 4 - Single Family Residence at 8829 N Columbia Blvd.

This site is considered representative of the four homes on the north side of Columbia Blvd. within the project area. Front yards begin at the road edge, although the houses are located at slightly greater distances from the center lane of travel. Exterior noise levels at the houses are estimated at approximately 3 dBA less than those given in Table 1 for this site. The anticipated 1990 exterior noise level is L_{10} = 77-80 dBA at the house and 80-83 dBA at the edge of the front yard. This value is approximately 2 to 3 times as loud as the L_{10}=70 dBA design noise level.

No satisfactory sound pathway reduction means is available for these residences. Insufficient setback distance and the need to enter and exit Columbia Blvd. preclude barriers and berms. No form of sound reduction can reduce the noise levels within the front yeard to acceptable levels. The only remaining sound reduction techniques consist of physical modifications of the residences to improve the interior environment to an alternate L_{10} = 55 dBA level (see Appendix A, part E). Alternatively, removal of the residences may be a more satisfactory solution.

Summary

Noise measurements and traffic counts were obtained at four sites within the Columbia Blvd. project area. Estimated 1990 noise levels were derived for these same locations. Consideration of present and future noise levels were used as a basis for evaluation. All the sites exceed the design/noise guidelines of the Federal Highway Administration. Although corrective action would normally be required, the degree of use of two of the areas (Chimney and Johnswood Parks) is low, and waiver of such action is recommended. Of the other two sites, both residential, corrective action is required at both, but not feasible at one(which is representative of four separate residences).

Paul Herman

Paul Herman
Noise Control Officer

vas

Appendix A.

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA2/		Description of Activity Category
	$L_{eq}(h)$	$L_{10}(h)$	
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

4/ See Paragraphs 8c, d, and e for method of application.

Mult

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 31, 1981

File No: 326-1965

TO: LYLE WATSON
Final Design Supervisor

FROM: Curtis H. Duval
CURT DUVAL
Metro Loc. Engineer

SUBJECT: Portland WCL - N. Oswego Avenue Section
N. Columbia Blvd.
Multnomah County

The City of Portland has asked that we review subject project for the possibility of breaking it down into smaller contracts. Two copies of their letter are attached.

After our review we determined there were three possible contracts which are listed below:

1. Detour and bridge end fills
2. Structure contract
3. Remainder of project

No. 3 could possibly be broken down further. Please review the above possible contracts and provide estimated cost of each as well as any other possible breakdowns of the projects with their estimated costs.

po

cc: Don Adams
Don Fantz

Attachment

REFERRED TO
Beard Stoudenmeyer
/ Cole Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

v Versteeg ✓
I Anderson W
I Christensen
Olson
Sullivan
Terpin
Trou
Wakerlig

RECEIVED
APR 02 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

326-1965

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

I/A PDM PDE FFM SPC
ODOT-METRO

MAR 13 1981

BMT PAR PPC FILE T/A

March 10, 1981

Don Fantz
Project Coordinator
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Dear Don:

This letter is to follow-up our conversation of March 6, 1981, concerning the Columbia Boulevard, Oswego to WCL project. With the imposition of reduced Federal Highway funding support, the City of Portland is seeking ways to make its Federal Highway dollars go farther. One of the ways to stretch our dollars is to break larger projects down into smaller, logical segments. Relating to the Columbia Boulevard project:

1. Can the project be split into several logical segments or elements?
2. Which segments would that be: RR overcrossing, street reconstruction, other?
3. Given that the project can be broken down, what would be the logical sequence of elements? Which first and last?
4. What then would be elapsed time and seasons of year that each segment could be constructed?
5. Given that the project is estimated to cost, presently, approximately 4.5 million dollars, what would then be the estimated cost of each of the segments separately in today's dollars?

I would appreciate your obtaining this information for me, which will be used in future considerations on the City's part in allocating our share of Federal dollars to projects and scheduling their implementation.

If you need any further information, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, P.E.
Program Management
Bureau of Street & Structural Engineering

LDH:jw

CC: Curt Duval
as we discussed, may
we obtain an estimate
break down from Salem.
DEF.

7539

LOC

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO Portland

TO: D. O. Christensen
Final Design Engineer

ATTN:
Bill Cole

DATE: December 30, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Consideration of Plan Revision for Bikeway
Columbia Boulevard
Portland West City Limits - North Oswego Avenue Section

This office has reviewed the subject plans, typical section, Negative Declaration and the City of Portland's Resolution No. 32423. We cannot support the suggested plan change to incorporate narrow bike lanes within the curbed areas of the traveled way.

Several factors influenced our judgment; the most critical being the type of traffic on Columbia Boulevard. The Negative Declaration points out 27.5 percent truck traffic from 8:00 A.M. to 4:00 P.M. The posted speed is 40 MPH. The sidewalk/bikeway presently planned joins an existing bikeway separated from traffic southeast of this project in Johnswood Park.

The two-way bike facility behind the southerly curb would eliminate a crossing of Columbia Boulevard at the southeast terminus of the project for westbound bicycles. Considering the speed and composition of traffic, we cannot support the narrow two-way, on-street bike lanes proposed.

L E George

L. E. George
Traffic Engineer

GLC:jrb

cc: Don Shaffer

REFERRED TO

____Board________Stoudenmeyer____
✓ Cole________ Mann ____
____Erikson________Watson____
____Hager____Dorn____Leu____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

____Versteeg____
____Anderson____
L Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

RECEIVED
DEC 3 1 1980
ROAD DESIGN
SECTION

Do Not File
Return To____
Bring Up ____/____
Action____

Contains Recycled Materials
81-125-1387

SP*75683-125

9539

Portland

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 24, 1980

FROM: Donald E. Shaffer Don
Bicycle Route Engineer

SUBJECT: Bicycle Facilities on the Portland W.C.L.
N. Oswego Avenue Sec. of Columbia Blvd.

The typical section for the above named project should be revised to incorporate current policy for bicycle facilities, i.e., on-street bicycle lanes not sidewalk bike paths.

Please change the outside lanes from 14 feet to 12 feet and add four-foot bicycle lanes. In order to stay within the same overall section, the sidewalk would have to be reduced to 4 feet.

By a copy of this letter, I am asking for Mr. L. E. George's concurrence to designate the 4-foot shoulders as narrow bicycle lanes. If Mr. George declines, we can delineate the shoulder with a 4-inch "fog" line and forget it.

RECEIVED
DEC 29 1980
ROAD DESIGN SECTION

____Versteeg____
____Anderson____
__I__Christensen RCV
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

Do Not File ☐
Return To____
Bring Up ____/____/____
Action____

DES:ge

cc L. E. George

REFERRED TO
____Beard____
✓ Cole____
____Eriksen____
____Hager____
____Stoudenmeyer____
____Mann____
____Watson____
____Leu____
____Dorn____
[✓ Return] [✓ Discuss] Do File Copy Due____
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

1537

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-[illegible]

LETTER OF APPROVAL 'D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-9956(3)

ST 'ROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-67

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 10/30/80	FEDERAL ROUTE NUMBER FAU 9956 STATE ROUTE NUMBER City Street

RECEIVED
STATE HWY ENGR
NOV 4 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-4
orig

GENERAL LOCATION:
West City Limits - North Oswego Ave. (Portland)

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/8/80 I approve the revised Preliminary Engineering Costs to a TEC of $202,900 Federal Funds $158,620.

(Increase TEC $62,900 FF $49,180)

DATE 10/30/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

Portland

August 22, 1980

Oregon Department of Transportation
Metro Division
5821 NE Glisan
Portland, Oregon 97213

Attention: E. J. Dunn, Resident Engineer

The Metropolitan Service District is constructing a Refuse Transfer Station on the St. Johns Landfill site immediately southeast of our existing 30" storm outfall sewer in the area between the Union Pacific Railroad rights-of-way and the slough. This facility is expected to be in operation by October 1, 1980. Therefore, we request that the contractor be instructed to confine his operations entirely to the northwesterly side of his trench during construction of your storm outfall sewer, to be located 10 feet to the north and west of our existing line. This will prevent disrupting operation of the transfer facility.

We further request that prior to construction the contractor be directed to contact Norm Wietting of Metro at 286-9613 regarding coordination of activities at the landfill with his operations. It is essential that there be a minimum of disruption to the everyday operations of the St. Johns Landfill.

If there are questions regarding the above, please contact Ray Sims at 248-4209.

Very truly yours,

R. G. Sunnarborg

R. G. Sunnarborg, P.E.
Principal Engineer

REFERRED TO
Board ✓ Staudenmeyer
✓ Cole Watson
Eriksen Leu
Hager Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RES:es
cc: Norm Wietting
Bob Rieck

RECEIVED
AUG 28 1980
LOCATION SECTION

RECEIVED
SEP 22 1980
LOCATION SECTION

2 Don
3 [illegible]

9537

Mult

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: July 22, 1980

TO: Duane Christensen Attn: Don Haynes
Final Design

File No: 326-1965

FROM: E. J. Dunn
Resident Engineer

E J Dunn

SUBJECT: WCL-North Oswego Avenue
Columbia Boulevard
Multnomah County

Herewith is one roll showing our proposed drainage for the subject project. This has been reviewed by Ray Simms, from the City of Portland, who has indicated his recommendations for the design discharges for our proposed storm sewer east of Swift Court.

Also included are three sheets of the city's proposed plans for the Rivergate Interceptor Line. This office contacted Dave Singleterry, Project Engineer, on July 21st. He envisions the construction to begin by the first of next year, and to be completed within 12-months. This appears to compare favorably with our schedule for the subject project, but the lines that are to be abandoned will remain in use until the interceptor is completed; so these lines should not be subjected to the extra loading of our proposed fill until we are assured that the Rivergate Interceptor is completed and in use. This would most likely be expressed in the special provisions.

NOTED
D. O. Christensen

EJD:nyr

cc: Don Fantz
Steve Riddell

Attachments

Don

2

REFERRED TO
✓ Beard ___ Stoudenmeyer ___
Cole ___ Mann ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Lau ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

DESIGN
SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

1539

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :

July 14, 1980

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

NU:C
E. S. HUNTER

Dear Mr. Newgard:

Enclosed is an application for a permit to construct a stilling well and a riprap apron for a storm sewer outfall. The purpose of the outfall is to provide drainage for a section of North Columbia Boulevard, a Portland city street that is to be improved under a State contract. The stilling well is to be located on the bank of Columbia Slough at approximate river mile 2.8 near the St. Johns landfill access road bridge. Attached to the application are drawings showing the proposed work and the location of the work. We would appreciate your earliest consideration of this application.

If you need further information, pelase contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, Oregon 97310, telephone 378-6265.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET:DEK:ge

Encl.

bc: E. S. Hunter w/att.
J. H. Versteeg "
D. E. Keyes "

RECEIVED
TECHNICAL SERVICES
JUL 14'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145–2–1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92–500 and Section 103 of P. L. 92–532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date
14 July 1980
Day Mo. Yr.

3. For Corps use only.

4. Name and address of applicant.
Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310
Telephone no. during business hours
A/C (503 378-6883
A/C ( )

5. Name, address and title of authorized agent.
Donald E. Keyes, Fed. Projects Liaison Engr.
Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310
Telephone no. during business hours
A/C (503) 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float–supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

Construction of a stilling well and a riprap apron for a 30-inch storm sewer outfall. The work below ordinary high water will consist of approximately 70 cubic yards of excavation, pouring approximately 2 cubic yards of concrete for the floor of the stilling well and the placing of approximately 30 cubic yards of riprap in the apron. The body of the stilling well will be pre-cast (see 14)

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

City of Portland

8. Location where proposed activity exists or will occur.

Address:
Near St. Johns Landfill Access Road
Street, road or other descriptive location
Portland
In or near city or town
Multnomah Oregon
County State Zip Code

Tax Assessors Description: (If known)

Map No.	Subdiv. No.	Lot No.
1	1N	1W
Sec.	Twp.	Rge.

9. Name of waterway at location of the activity.

Columbia Slough

ENG Form 4345, 1 OCT 77 Edition of 1 Apr 74 is obsolete.

10. Date activity is proposed to commence. Spring 1981

Date activity is expected to be completed Fall 1981

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO

If answer is "Yes" give reasons in the remark section. Month and year the activity was completed ____________________. Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Oregon Division of State Lands	Permit	--	--	--

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

96-inch diameter concrete pipe. Dragline, backhow, bulldozer, trucks other miscellaneous equipment will be used.

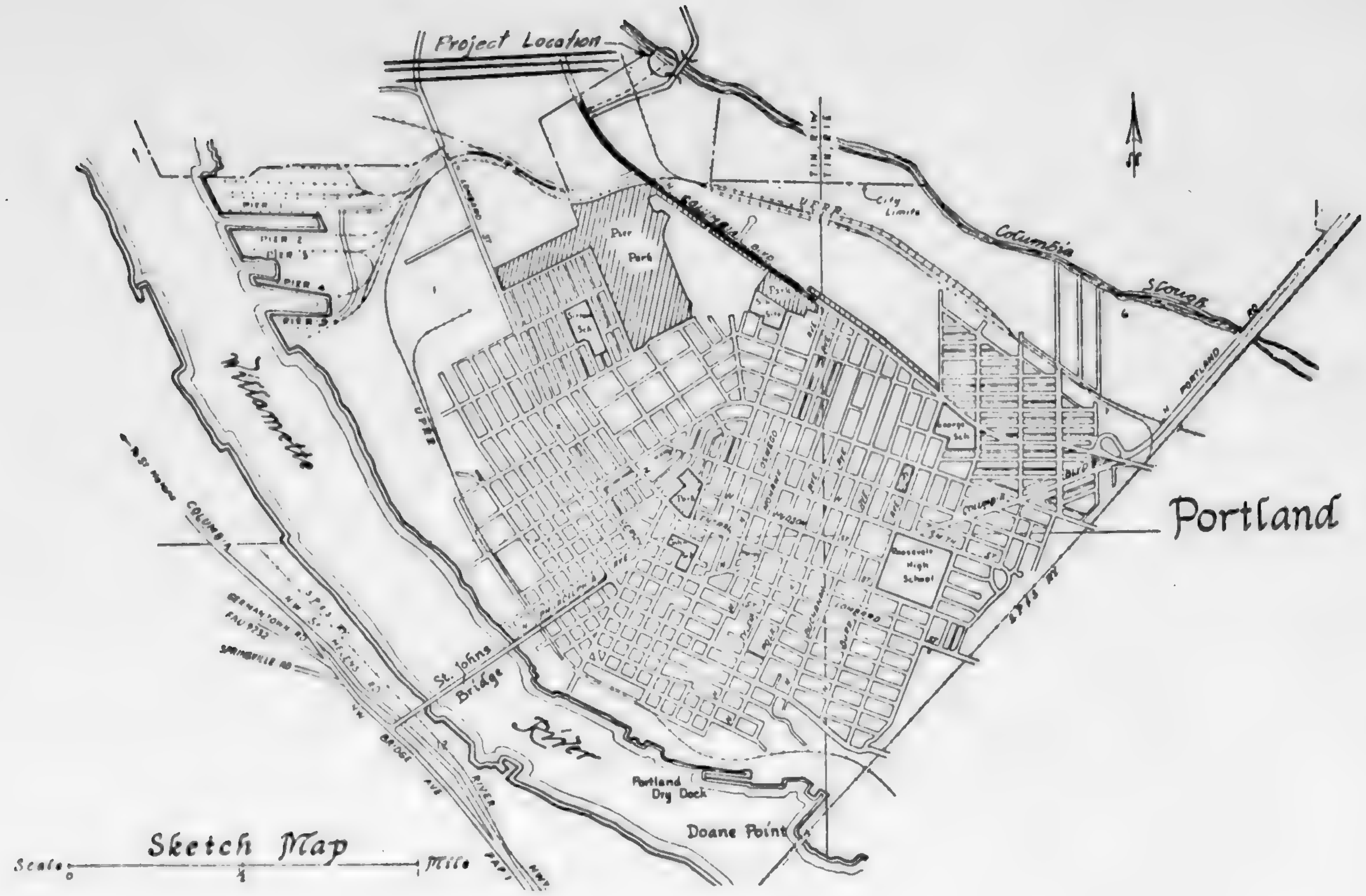
15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. [illegible]

Signature of Applicant or Authorized Agent

The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.


Project Location
Pier Park
Columbia
Slough
City Limits
U.P.R.R.
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Willamette
Roosevelt High School
Portland
St. Johns Bridge
River
Portland Dry Dock
Doane Point
N. Portland Rd
Columbia
Sketch Map
Scale 0 ½ Mile

PROPOSED OUTFALL STORM SEWER

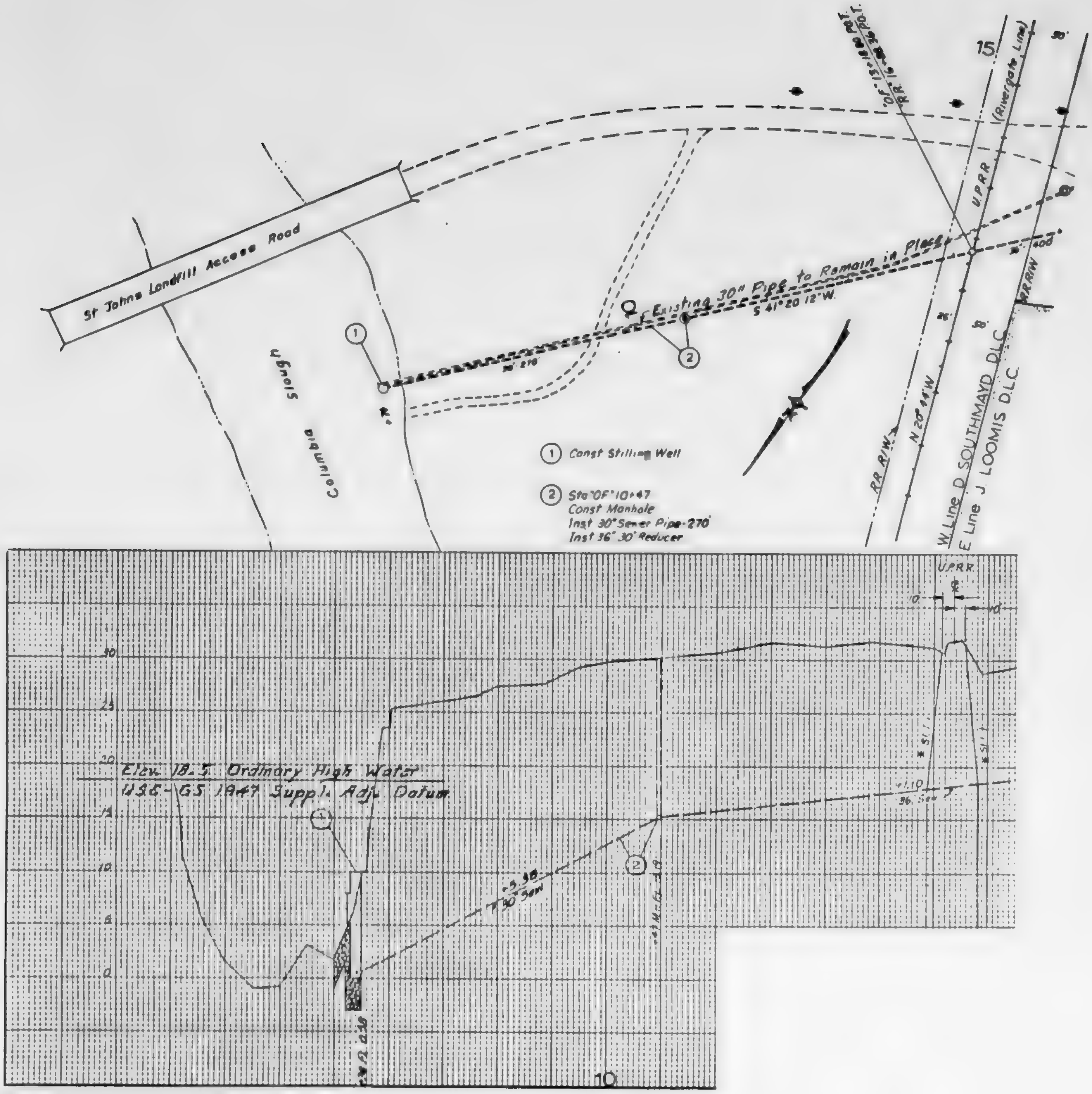
In: COLUMBIA SLOUGH

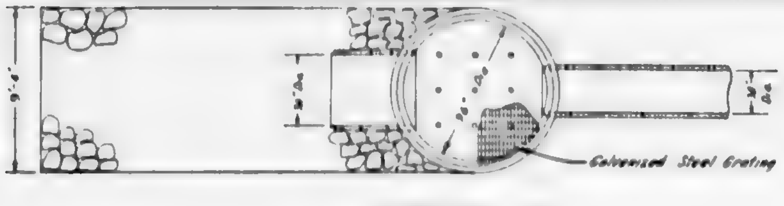
At: MILE 2.8

County of MULTNOMAH State OREGON

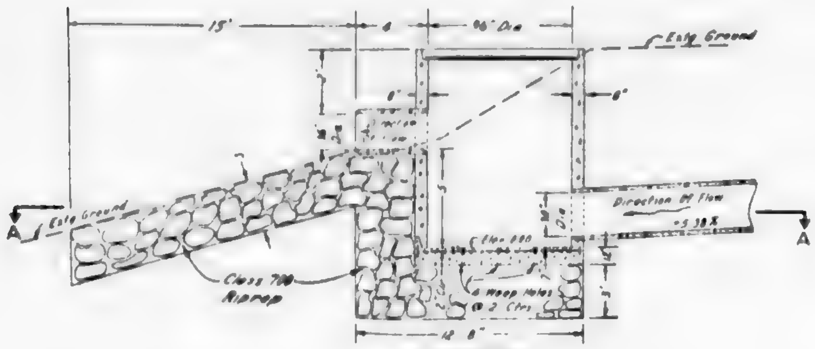
Application by OREGON STATE HIGHWAY DIVISION

Date: JULY 15, 1980 Sheet 1 of 2


St Johns Landfill Access Road
Columbia Slough
Existing 30" Pipe to Remain in Place
S 41°20 12" W.
30"-270
15
"OF" 13+18.80 P.O.T.
RR 16+ 36 P.O.T.
(Rivergate Line)
U.P.R.R.
RR R/W
N 20°44' W
W. Line D. SOUTHMAYD D.L.C.
E Line J. LOOMIS D.L.C.
400
① Const Stilling Well
② Sta "OF" 10+47
Const Manhole
Inst 30" Sewer Pipe-270'
Inst 36"-30" Reducer
U.P.R.R.
Elev. 18.5 Ordinary High Water
USC-GS 1947 Suppl. Adj. Datum
30
25
20
15
10
5
0
30" Sew
36" Sew
10


9'-6"
30" Dia
96" Dia
Galvanized Steel Grating

SECTION A-A


15'
96" Dia
Exstg Ground
6"
Direction of Flow
Class 700 Riprap
4 Weep Holes @ 2 Ctrs
12' 8"
A
A

ELEVATION
STILLING WELL
STA "OF" 7+74

PROPOSED OUTFALL STORM SEWER

In: COLUMBIA SLOUGH

At: MILE 2.8

County of MULTNOMAH State OREGON

Application by OREGON STATE HIGHWAY DIVISION

Date: JULY 15, 1980 Sheet 2 of 2

9537

Mult

OREGON STATE HIGHWAY DIVISION

TO: Don Haynes - Final Design

SUBJECT: N. Oswego ~ WCL (Columbia Blv

FROM: E.J. Dunn
Resident Engineer (Metro)

DATE: 6-13-80

Attached please find letter By Don Fantz. Please review and forward to Hank Wakerlig for necessary action.

This office agrees that the park access road should be obliterated to the limits described on the attached drawing.

Versteeg
Anderson
1 Christensen Don
Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
JUN 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

(SIGNATURE)

PLEASE REPLY HERE

No action thru public property is required.

REFERRED TO
Beard
✓ Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Portland WCL - N. Oswego Ave
N. Columbia Blvd. FAU-9956
Multnomah Co.

NOTED
ROBERT R. ROUNDS
JUN 17 1980

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 326-1965

INTER-OFFICE CORRESPONDENCE
ODOT - METRO
June 12, 1980

Donald E. Fantz

FROM: Donald E. Fantz
Project Coordinator

SUBJECT: N. Oswego WCL - Columbia Blvd.

TO: E. J. Dunn
Resident Location Engineer

On June 10, I met with Dave Hill, Bureau of Street and Structural Engineering and John Sewell, Bureau of Parks. The purpose of the meeting was to discuss a commitment needed from the Parks Bureau to allow construction of a storm sewer run with manholes and inlets, roadway slopes, and sidewalk within the park property boundaries. Our right-of-way descriptions section is looking for direction on which parcels need to be acquired. The detail map shows right-of-way acquisition, but my understanding is that no park property would be acquired. The Parks Bureau will not sign off until the City Council passes a resolution indicating its approval.

The city Parks Bureau agrees to allow construction within the park boundaries without any right-of-way transactions. They will sign a permit allowing construction within the park boundaries. The current detail map indicated slope easements in certain areas and new right-of-way in other areas of encroachment into the park property. They prefer that some line designating work area limits remain on the plans. I believe this line should be designated construction permit limits or something that would denote a construction easement, temporary in nature, that would be donated.

The storm sewer system outfall that is designed through the city dump area may need a construction area permit because of a recent change in jurisdiction over the city dump. The Metropolitan Service District now controls the operation of the city dump.

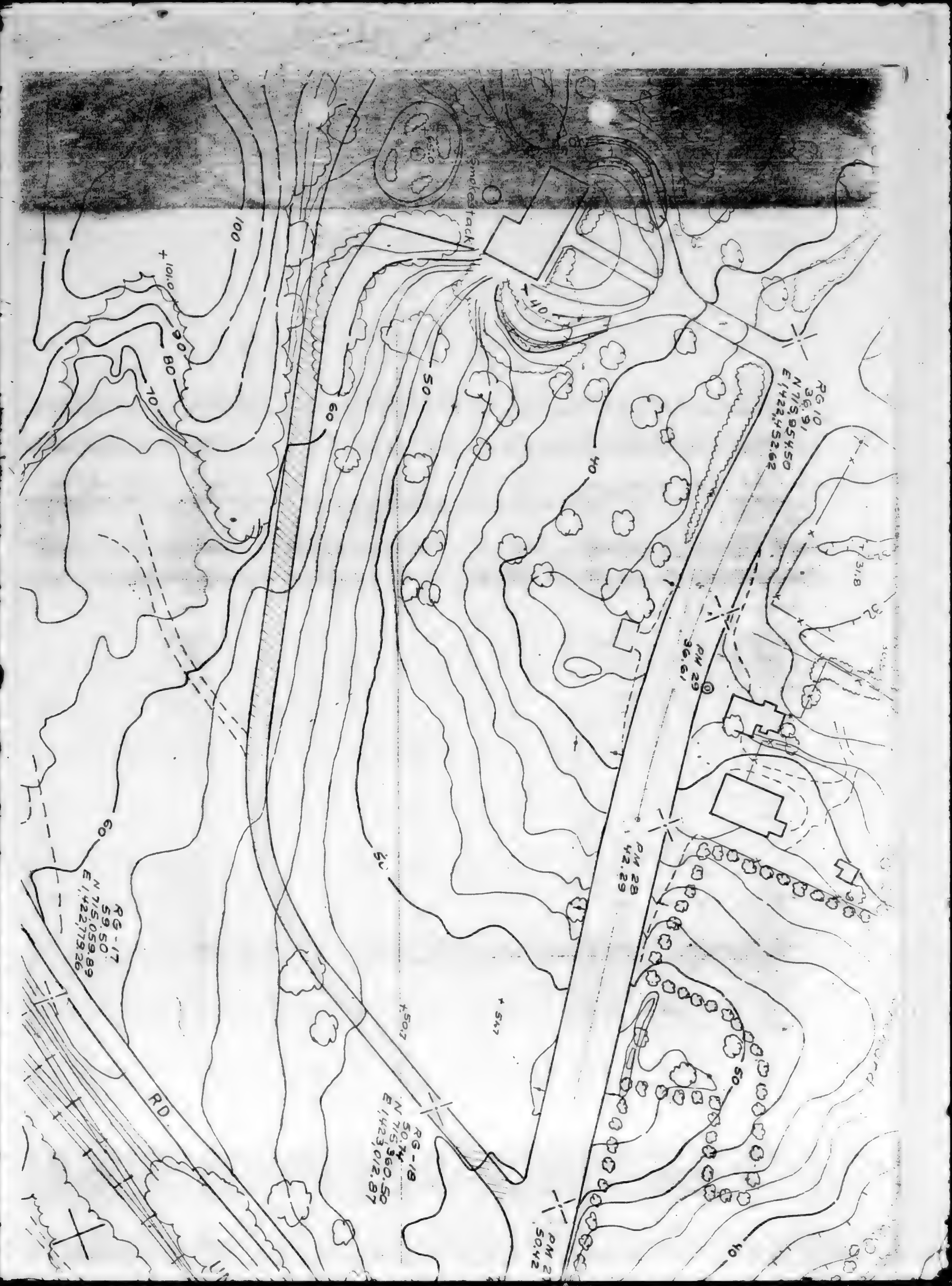
One other minor item was discussed at this meeting. Construction note item 13 on the detail map indicated that the park access road approach will be eliminated. The detail map shows the Columbia Boulevard fill catching on the road surface. John Sewell sees this deadend road as an invitation to improper use by vehicles. The road now connects to a parking area southwest of the incinerator building. The Parks Bureau has requested that the pavement surface be removed from this road between the limits of the parking lot at the incinerator building and the existing access point at approximately "L_3" Sta. 31-. Dave Hill concurred in this request.

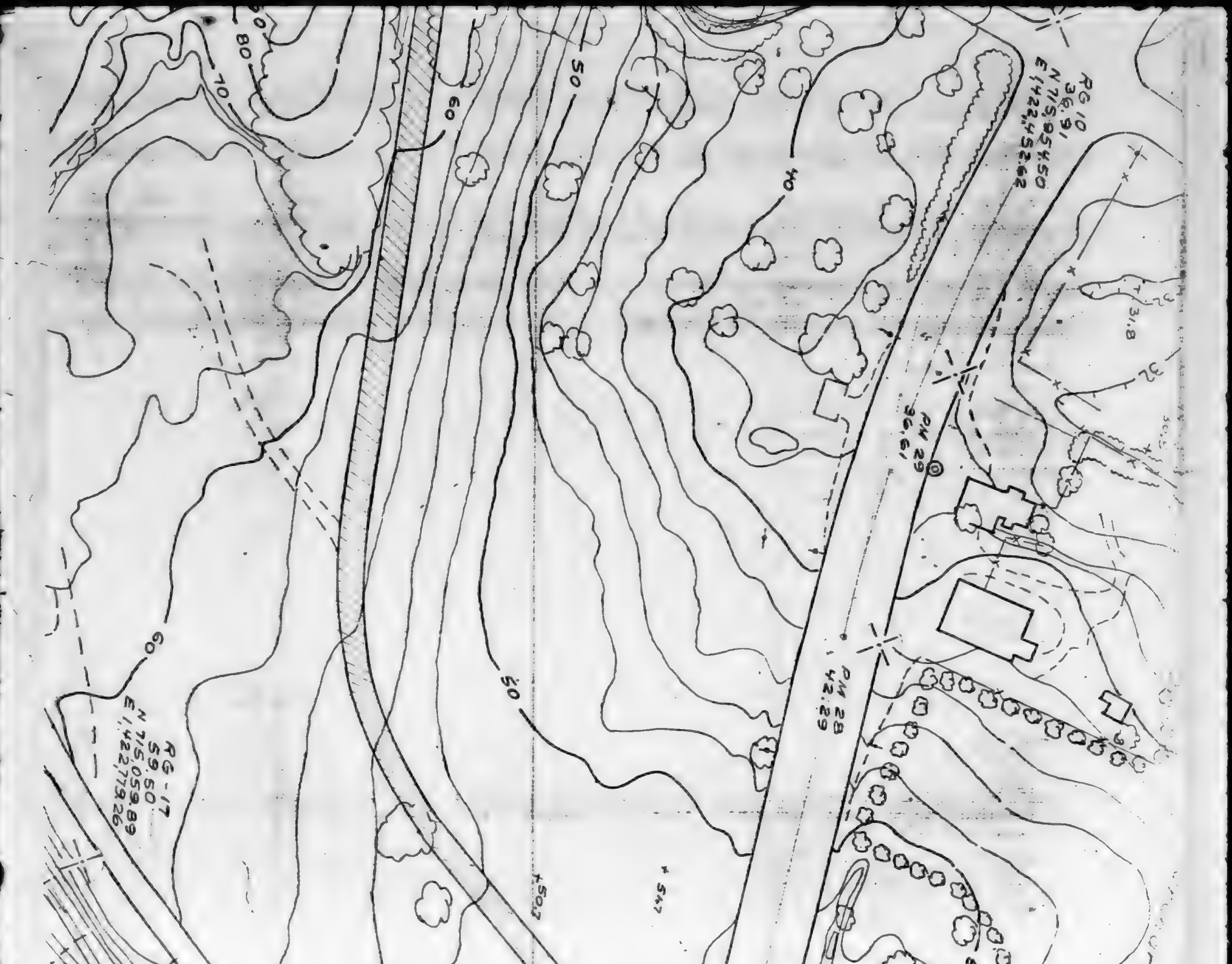
NOTED
ROBERT [illegible]
JUN 17 1980

There was discussion about the steepness of the slopes into the park property. A letter to U.S. Department of Interior, Bureau of Outdoor Recreation from the City of Portland Bureau of Street and Structural Engineering supported the position of the sidewalk and the steepness of the slopes as having less impact on the park property and the existing trees. I returned a call to Dave Hill confirming that the slope lines on the detail map conform to those indicated in this letter. This was based on a discussion with Donald Haynes, Road Design, to verify proposed cross sections.

Our position on the pavement removal in the park and designation of construction area permit limits should be forwarded to Salem so that descriptions may be completed and final design may continue. John Sewell will process a City Council Resolution allowing the commitment to be forwarded.

DEF:hw


Smokestack
100
+101.0
90
80
70
60
50
40
+40
RG-10
36.91
N 715,954.50
E 1,422,452.62
PM 29
36.61
PM 28
42.29
PM 27
50.42
RG-17
59.50
N 715,059.89
E 1,422,779.26
RG-18
50.74
N 715,360.50
E 1,423,012.87
+50.7
+54.7
31.8
32
RD.


80
70
60
50
40
RG-17
59.50
N 715,059.89
E 1,422,779.26
RG-18
50.74
N 715,360.50
E 1,423,012.87
RG 10
36.91
N 715,954.50
E 1,424,552.62
PM 29
36.61
PM 28
42.29
PM 27
50.42
31.8
32
50.2
54.7
48.3
48.2
RD
UNION PACIFIC RR

Portland

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

ROW 18-2

May 7, 1980

R. S. Orr
Union Pacific Railroad Co.
PO Box 8979
Portland, OR 97208

West City Limits– N. Oswego Ave. Section
N. Columbia Blvd.
City of Portland
Mult. County

Dear Bob:

As part of the subject project, we will be constructing a storm sewer which will provide drainage from Columbia Blvd. This 36" line will cross under the railroad tracks as shown on the attached drawing. I wish that you would include this crossing as a part of the Agreement that will be prepared for this project. I don't know whether you will need it or not, but I have completed an Application for Pipeline Crossing Agreement which is attached.

If you have any questions, please let me know.

Cordially,

RDTrygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
bc: Don Haynes

Versteeg
Anderson
✓ Christensen
Olsen
Sullivan
Walker
RECEIVED
ROAD DESIGN SECTION
Attn

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen
Watson
Hager
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Form 734-3123

April 14, 19[illegible]

City of Portland
City Hall
Portland, OR 97204

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 5446

Attention: George Yarkovich
Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the W. City Limits-N. Oswego Avenue Section of North Columbia Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

bc: Don Harwell
(agree. attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 23, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

City of Portland is requesting a $4,320,000 project to undertake the right-of-way and construction phases of a previously approved preliminary engineering project on North Columbia Boulevard. The Transportation Commission approved the preliminary engineering project on May 30, 1975. The project will provide four travel lanes, left-turn median, railroad overcrossing structure, landscaping, curbs, sidewalks, illumination and retaining walls. Right-of-way will be acquired as a participating cost of the project. State will perform the construction engineering. The limits of the project are the West City Limits and North Oswego Avenue as indicated on the attached sketch map. In summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Portland	W. City Limits-N. Oswego Ave., N. Columbia Blvd.	$4,320,000	$3,672,000	$388,800

Metro and this office investigated the proposed project confirming its validity and financing utilizing interstate transfer funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

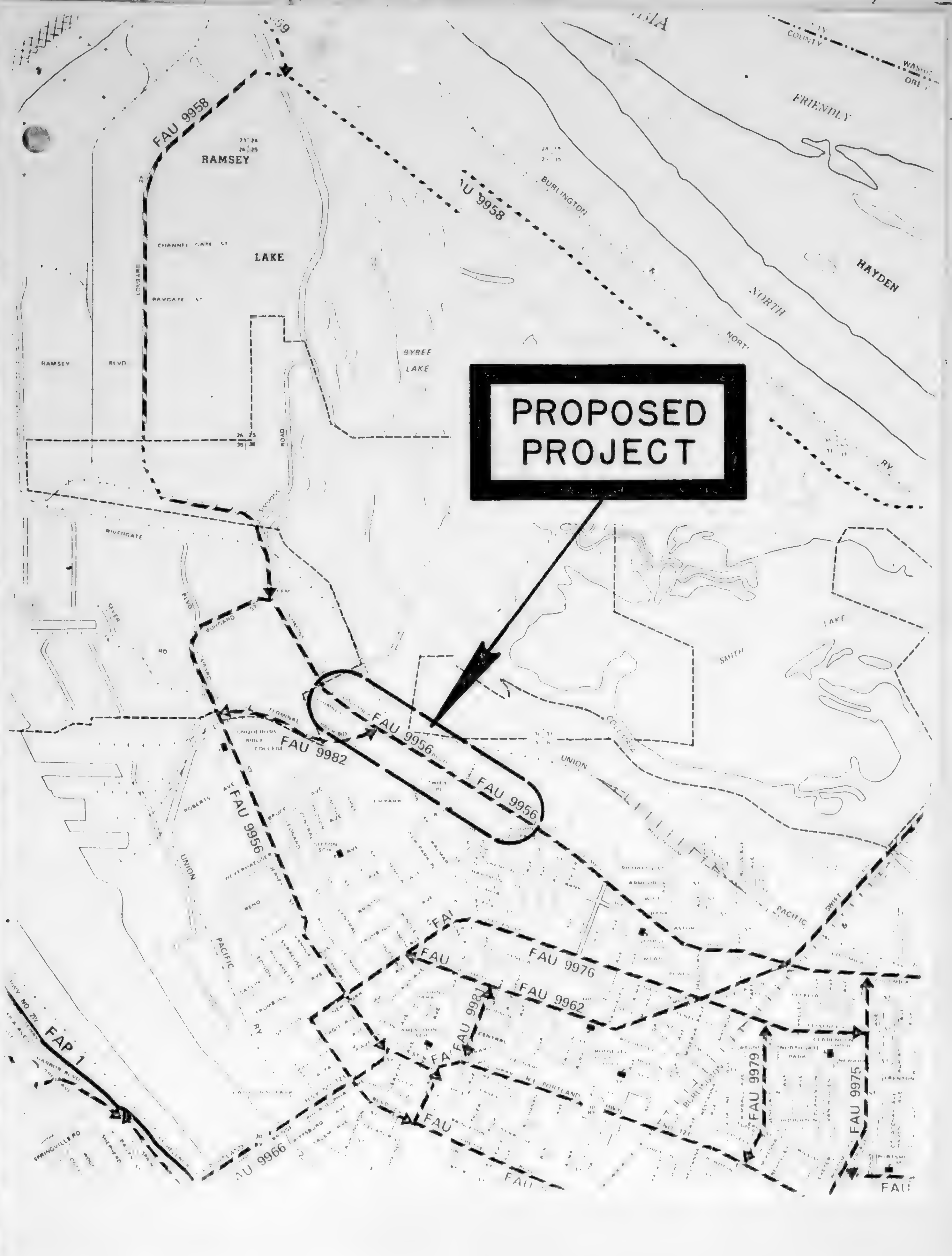
Approved By:

H S Coulter
State Highway Engineer

Date 1-24-80

GEZ:bke
Attachements

Contains Recycled Materials
81-125-1387



PROPOSED PROJECT

FAU 9958
RAMSEY
LAKE
CHANNEL GATE ST
BAYGATE ST
RAMSEY BLVD
BYBEE LAKE
BURLINGTON
NORTH
HAYDEN
FRIENDLY
COUNTY
RIVERGATE
SMITH
LAKE
COLUMBIA
UNION
PACIFIC
FAU 9956
FAU 9982
FAU 9976
FAU 9962
FAU 9981
FAU 9979
FAU 9975
FAU 9966
FAU
FAP 1
TERMINAL
COLLEGE
ROBERTS AVE
UNION
PACIFIC
RY
PORTLAND
SPRINGVILLE RD

AGR
INTEROFFICE MEMO

STATE OF OREGON

Highway Division
DEPT
TELEPHONE

TO Louis Grothaus
Metro R/W Supervisor

DATE April 1, 1980

FROM Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and
AGREEMENTS No. 5446

SUBJECT
WCL - N. Oswego
Columbia Boulevard
Multnomah County (Portland)

Attached are two original copies for submission to the City and a copy for your files.

The project will be programmed.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Ed Hardt, w/c
Local Gov't Programs, w/c
Title, w/c
Relocation, w/c
Description, w/c

9537

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: FHWA Review and Approval of Final Environmental Impact Statements

Date: November 27, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD-OR/090.15

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Hunter's October 17, 1979, letter asked for our review of the time required to review and approve FEIS's within FHWA.

Although we have not retraced each of the projects listed in the letter, overall we cannot identify serious avoidable delay in FHWA's actions. In our office we continue to assign priority to our own review and forwarding documents for review in other offices. There is continual contact and coordination between our office and our Regional Office concerning individual environmental documents. We have discussed your specific concerns with our Regional Office. On a project by project basis they did agree to prioritize their own reviews in accordance with our understanding of your priorities where several EIS's are being processed at one time as in July of 1979.

Many documents are routine and are approved in a short period of time. There are some proposals, however, which take a substantive legal analysis.

As you are aware, one of the critical issues is the involvement with a public park under Section 4(f) which usually extends the review time for final EIS's. Many discussions have been held on reducing the time required in the 4(f) review process. Continued careful attention to the coordinating process seems the best course at present.

I am broadly circulating Mr. Hunter's October 17 letter and this response within FHWA to reinforce our commitments to advance environmental documents as rapidly as possible within the constraints of our resources and responsibilities.

for G. L. Green

cc:
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

C N 21-10-1

October 17, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

Dear Mr. Green:

A matter has come to my attention that I believe needs your immediate action.

As a result of critical scheduling, staffing and use of consultants, several projects throughout the state and particularly in the Portland area are in the final environmental statement approval stages. You will recall our meeting of several months ago where it was agreed that the Environmental Section would furnish a list of final negative declarations and EIS's and approximate dates of arrival at your office for approvals. Such a list was prepared and sent to you, Messrs. Cusack, Valach, and Riedl.

To date, we have been experiencing poor response from FHWA on approval of environmental documents. The following projects have not been approved:

Project	Date Submitted
29th Ave.-Alder St. (Eugene) (30th-Hilyard-Amazon Project) Lane County (Final)	7-27-79
SW 89th Ave.-Interstate 5 Nyberg Road Washington County (Final)	7-31-79
Scappoose Section Lower Columbia River Highway U.S. 30 Columbia County (Final)	9-4-79

Project	Date Submitted
Foothill Blvd.-Rogue River and Redwood Highways (3rd Bridge, Grants Pass) Josephine County (Final)	8-29-79

Also, the following projects have been approved, but I am submitting the dates of submittal and dates of your approval to illustrate the time frames we are concerned about.

Project	Date Submitted	Date Approved	Months
Clackamas Hwy. Improvement Project E. Portland Freeway-Boring Rd. Clackamas County (Final)	7-27-79	9-18-79	1.75
Powell Blvd. Phase II SE 50th Ave. to I-205 Mt. Hood Highway No. 26 Multnomah County	7-25-79	9-12-79	1.6
N. Oswego Ave.-West City Limits Columbia Blvd. City of Portland Multnomah County	7-11-79	9-14-79	2.0
Powers Highway, No. 242 State Secondary Hwy. 242 Coos County	4-23-79	8-2-79	3.2

I would appreciate your review of this situation and any remedial action that you could take to reduce the time for review and approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

GAP:lb/ESH:ab
bc: H. S. Coulter
D. H. Moehring
G. A. Potter
R. H. Bothman

U. S. DEPARTMENT OF TRANSPORTATI·· - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9956(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. M-67

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-14-79

FEDERAL ROUTE NUMBER FAU 9956

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
West City Limits (Portland) - N. Oswego Avenue Section

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 1, 1979 you are authorized to proceed with the work shown above effective September 14, 1979, date Final Negative Declaration was approved at a TEC of $10,000 with Federal participation limited to $7,800. (No increase in obligation required.)

DATE 10-10-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

9537

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

September 27, 1979

RE: N Oswego Avenue - West City Limit Section
N Columbia Boulevard
Portland, Oregon
Final Negative Declaration and 4(f) Statement

This copy of the final negative declaration and 4(f) statement is being presented to you for information purposes, and is available to other interested persons at the City of Portland, 400 SW 6th Avenue, Room 416, Portland, Oregon 97204.

Sincerely,

John M Lang

John M. Lang, Chief
Bureau of Street and Structural Engineering

LAN:mmc

Attachment

FINAL NEGATIVE DECLARATION

N. Oswego Ave. - West City Limit
Columbia Blvd.
City of Portland
Multnomah County, Oregon

This final negative declaration for the above Federal-Aid Urban project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2.

LOCATION AND HISTORY OF PROJECT The project is located near the confluence of the Columbia and Willamette Rivers, just north of the St. Johns neighborhood (See Figure 1). St. Johns was first settled in the 1840's and by 1900 was a thriving manufacturing and shipping center. St. Johns was annexed to the City of Portland in 1891, incorporated as a City in 1903 and re-annexed to Portland in 1915. About the same time that St. Johns was first being settled, Fred H. Ramsey homesteaded a 640 acre farm where the Rivergate Industrial Area is now located. A frequent visitor of Mr. Ramsey was the young Lt. Ulysses S. Grant who traveled from Ft. Vancouver, Washington, via the Columbia Slough Road. The Columbia Slough Road is now called Columbia Boulevard. Today's Columbia Boulevard is generally aligned in a northwest to southeasterly direction, and is the main truck access to the Rivergate Industrial Area. It runs from the Rivergate Industrial Area on the west to the future I-205 Freeway on the east. The project begins at Portland's west

VICINITY MAP

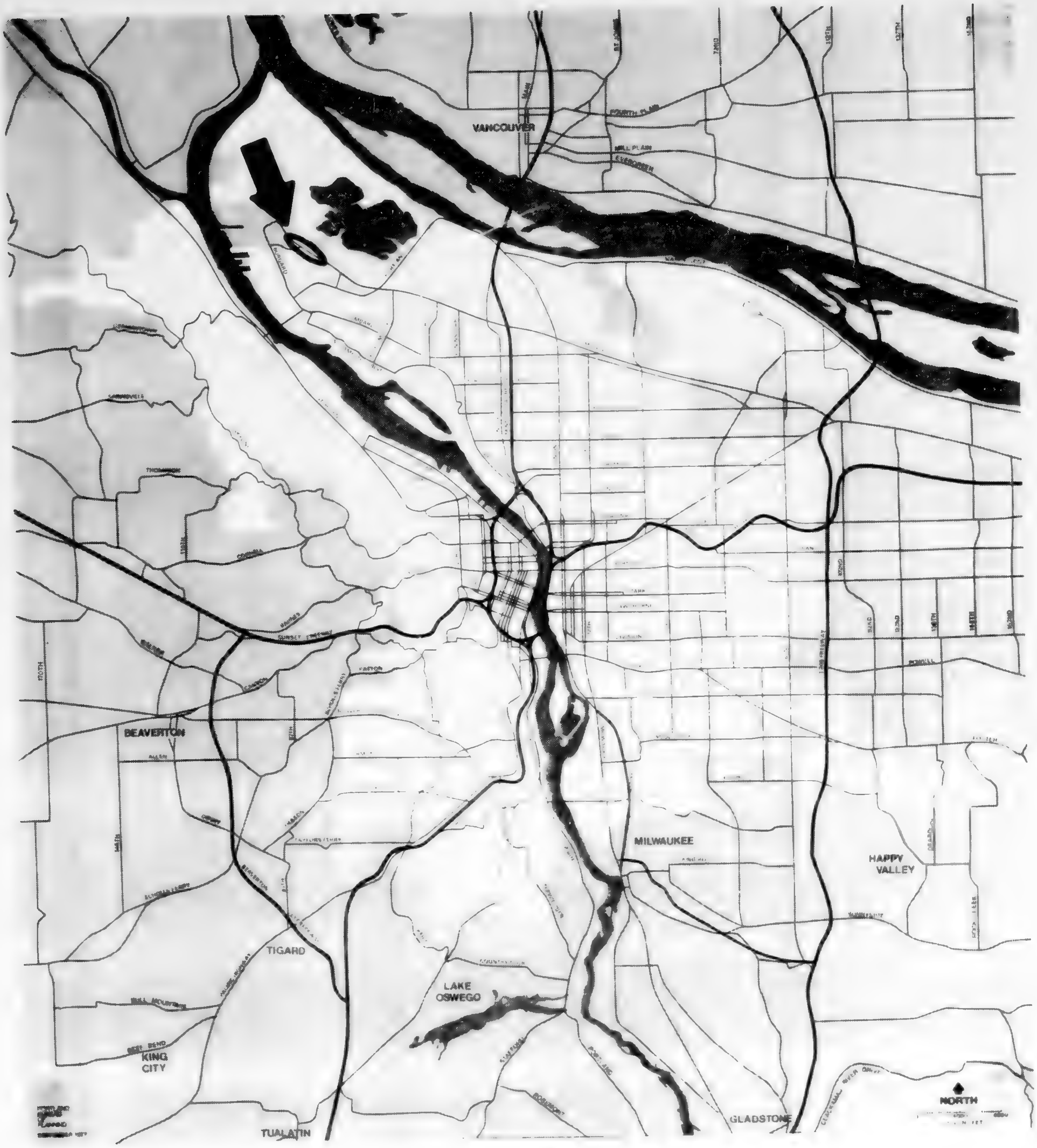

VANCOUVER
FOURTH PLAIN
MILL PLAIN
EVERGREEN
SUNSET FREEWAY
BEAVERTON
MILWAUKEE
HAPPY VALLEY
TIGARD
LAKE OSWEGO
KING CITY
TUALATIN
GLADSTONE
NORTH

FIGURE 1

City limit and ends at a point approximately 400 feet west of Oswego Avenue for a total project length of 0.8 miles (See Figure 2).

A continuous program of improvement during the past several years has upgraded the majority of Columbia Boulevard to a four-lane facility. The roadway configuration immediately east of the proposed project from Oswego Avenue to Burr Avenue consists of four travel lanes and a left turn median with an earth berm between the roadway and residences located to the south. Construction of that segment began in July of 1976 and was completed in July of 1977.

DESCRIPTION AND PURPOSE OF PROJECT

The purpose of the project is to provide a structurally sound roadway, a left-turn lane, storm sewer, and lighting for Columbia Boulevard. Another major purpose of the project is to increase safety and eliminate delay for Columbia Boulevard users at the rail crossing near Terminal Road.

The existing roadway of Columbia Boulevard consists of four 11 foot travel lanes with no curbs, paved shoulders, or median. The original paved roadway was constructed in 1940 with inadequate base materials which has contributed to its deteriorated condition.

The proposed 64 foot roadway section will accommodate two 12 foot and two 14 foot travel lanes and a 12 foot turning median. The roadway will follow existing alignment, and will be widened symetrically about the existing centerline. High pressure sodium vapor cut-off luminaires with underground wiring are proposed. Storm sewers and a new outfall to

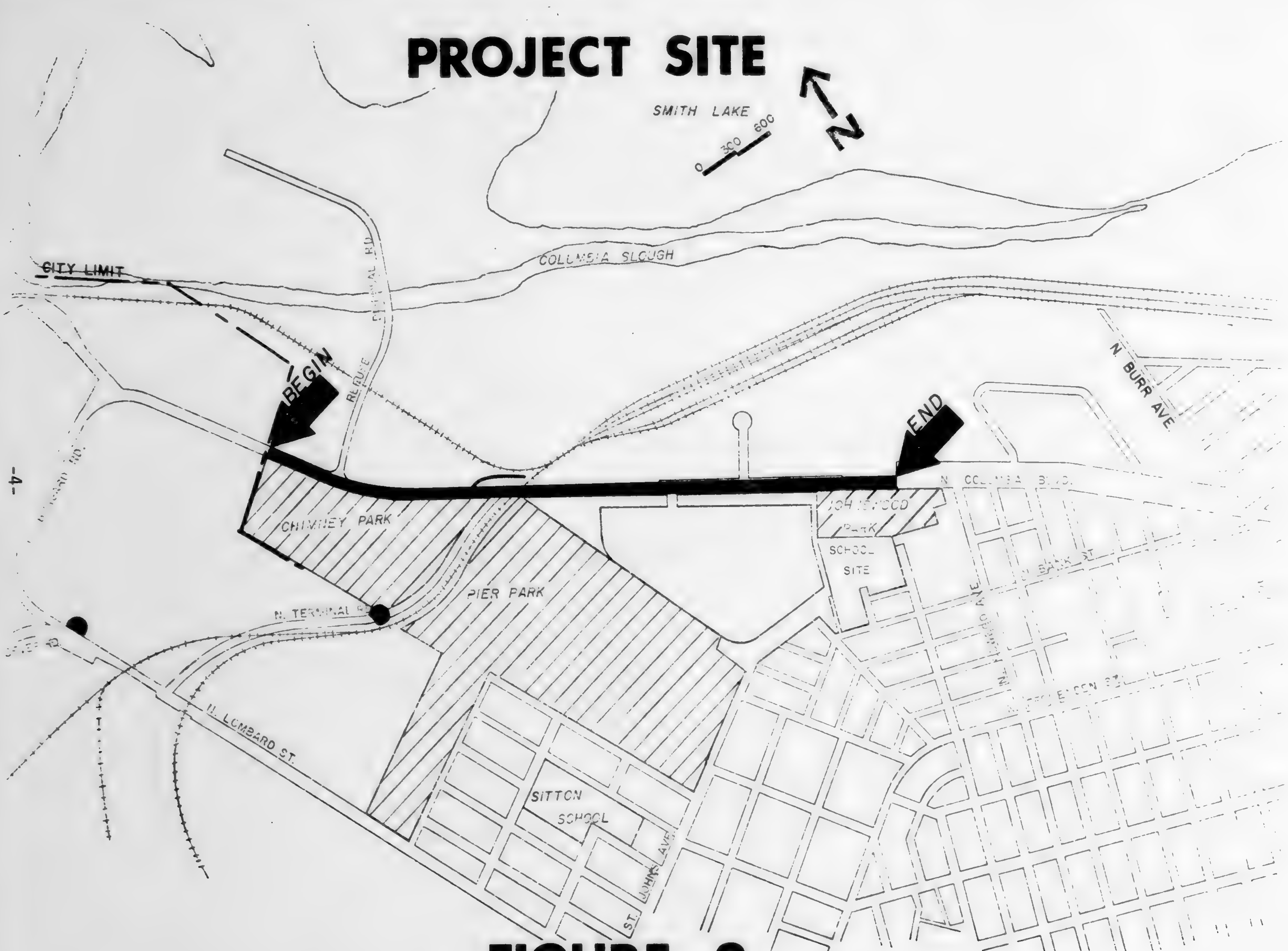

PROJECT SITE
N
SMITH LAKE
0
300
600
COLUMBIA SLOUGH
CITY LIMIT
REFUSE
DISPOSAL RD
BEGIN
END
N. COLUMBIA BLVD.
N. BURR AVE
CHIMNEY PARK
PIER PARK
JOHNSWOOD PARK
SCHOOL SITE
N. TERMINAL RD
N. LOMBARD ST.
SITTON SCHOOL
ST. JOHNS AVE
N. BANK ST
N. FESSENDEN ST

FIGURE 2

the Columbia Slough will be constructed, and a combination bicycle path/sidewalk is planned for the south side of Columbia Boulevard. A railroad track currently crosses Columbia Boulevard adjacent to Terminal Road. This grade crossing will be eliminated by constructing an overcrossing structure to separate Columbia Boulevard traffic from train traffic. Terminal Road will be cul-de-saced approximately 1,000 feet south of Columbia Boulevard to eliminate the need for ramps from Terminal Road to the proposed overcrossing structure and to eliminate truck traffic between Pier and Chimney Parks. An access road will be built to serve industrial properties north of Columbia Boulevard near Terminal Road.

The closure of Terminal Road will necessitate improvements near the intersection of N Sever Road and N Lombard Street. Truckers from a Sever Road industrial area currently use Terminal Road to travel to Columbia Boulevard. Once Terminal Road is closed it will be necessary to turn left from Sever Road to get to Columbia Boulevard via Burgard Road. This left-turn move is impossible for long truck-trailer vehicles because of the acute angle of the Sever Road/Lombard intersection. A turn-around will be provided at this intersection to accommodate the movement of long trucks from Sever Road to Columbia Boulevard.

Borrow material and other construction materials will be obtained from local commercial sources and waste materials will be disposed of in a manner consistent with all rules and regulations.

EXISTING ENVIRONMENTAL SETTING

Portland is located approximately 65 miles inland from the Pacific Ocean and midway between the low Coast range mountains on the west and the higher Cascade range mountains on the east, each about 30 miles distant. The Coast range provides limited shielding from Pacific Ocean influences which frequently moderates Portland weather. Mean annual precipitation is 38 inches with 88 percent occurring in October through May, 9 percent in June and September, and 3 percent in July and August. Precipitation is generally rain, with only 5 days of measurable snow in an average year. Winters are usually mild with cloudy skies, rain, and southeasterly surface winds. Summers are generally mild with little rain and northwesterly winds. Temperatures below zero or above 100° F are infrequent, and the mean annual temperature is 52.5° F.

The terrain of the project area is flat to mildly undulating within elevations of 40 to 50 feet above sea level. A hilly area is found in the northern portion of Pier Park with elevations of up to 100 feet above sea level.

Soils along Columbia Boulevard are of the Quatana series which consists of moderately well drained loam soils formed on alluvial terraces. The surface layer is dark brown loam about 9 inches thick. The upper subsoil is dark yellowish-brown loam with mottles in the lower portion and is about 21 inches thick. It is underlain by mottled dark yellowish-brown loam 2 or more feet thick. Soils in Pier Park and the southern portion of Chimney Park are of the Latourell series which consists of well-drained soils that are formed in mixed alluvium on terraces. The surface layer is dark brown loam about 16 inches thick. The subsoil is dark yellowish-brown loam or silt loam about 29 inches thick. The upper substratum is dark yellowish-brown loam about 11 inches thick. The lower substratum is very gravelly sandy loam about 27 inches or more thick.

Land abutting the north side of Columbia Boulevard is zoned for general industrial and heavy industrial usage. No new residential or apartment uses have been allowed in these industrial zones since 1969. Land abutting the south side of Columbia Boulevard is zoned for heavy industry west of Terminal Road, while east of Terminal Road zoning allows single family residences and some apartment uses (duplex and garden apartments).

Land use south of Columbia Boulevard within the project area is devoted to Park use, open space and apartment usage. Chimney Park is located west of Terminal Road. This 16 acre park is Portland's former incinerator site which is currently being converted to an Astronomy and Science Center. Pier Park is located just east of Terminal Road with only a corner of the park adjacent to Columbia Boulevard. This is a 65.5 acre park serving North Portland with high summertime usage in athletics, aquatics, playground, and picnicking. Much of the park is in a modified natural setting dominated by a large grove of fir trees. Johnswood Park is an 8 acre park located at the eastern project terminus. The park is undeveloped and the Portland Park Bureau has no plans to develop it. Located just west of Johnswood Park is a large apartment complex called St. Johns Woods, and some racial minorities reside in this apartment complex. The proposed project has a uniformly negligible effect on nearby residents regardless of race. A 97-unit apartment complex located just west of the St. Johns Woods apartments was constructed during the summer of 1978.

Land use north of Columbia Boulevard within the project area is varied and includes some undeveloped land. The City's landfill operation, an electrical substation, a manufacturing company, a transfer and storage company, two auto junkyards, a tavern, and five single family residences are located adjacent to the north side of Columbia Boulevard. A Union Pacific rail yard, known as Barnes Yard, is located a few hundred feet north of Columbia Boulevard just east of Terminal Road.

The Port of Portland's Rivergate Industrial Area is located approximately 0.5 miles west of the proposed project. This is a 3,000 acre industrial site that is partially developed and employs 1,500 persons. Projected employment at full low-density development is estimated at 6,000 persons. Low-density development is the Port's current policy. Projected employment at full high-density development is estimated at 12,000 persons. The Port's plans call for the extension of N Marine Drive (on the south shore of the Columbia River) across the Columbia Slough to connect the north and south Rivergate areas. Kelly Point Park is a 97 acre waterfront park located within the Rivergate Area.

The two closest schools in the area are George Elementary School located at Columbia Boulevard and Burr Avenue, and Sitton Elementary School located one block south of Pier Park. A school site is located just south of Johnswood Park, and Portland School District No. 1 does not plan to develop the site.

The flora found immediately adjacent to Columbia Boulevard includes Cherry, Douglas Fir, Dogwood, Dutzia, Elderberry, grasses, High Bush Cranberry, Holly, Hawthorne, Laurustinus, Madrona, Maple, Oregon Grape, Port Orford Cedar, Rose of Sharon, Spirea, Western Red Cedar, Weigela, and Weeping Willow. Urbanization in the immediate area is moderate, and the land south of Columbia Boulevard (mostly Park lands) provide a modified natural habitat for wildlife.

Some of the more common fauna found in the area include seagulls which are found in abundance at the City's Refuse Disposal site, Robin, Starling, Crow, Chickadees, Rufous-Sided Towhee, Stellars Jay, Scrub Jay, hummingingbirds, House Finch, nuthatches, Common Bushtit, Mourning Dove, Cedar Waxwing, Hermit Thrush, Varied Thrush, Downy Woodpecker, Hairy Woodpecker, Red Shafted Flicker, Brown Headed Cowbird, California Quail, Oregon Junco, oppossums, squirrels, gophers, moles, rats, and mice.

There are no historical sites in the area listed in either the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. Also, no buildings in the area hold historic landmark designation from the Portland Historical Landmarks Commission. The State Historic Preservation Office has reviewed the project and concludes that there is no likely impact to archeological resources since there will be minimal disturbance of previously undisturbed ground. A copy of the State Historic Preservation Office review of this project is included in the appendix.

The current average weekday traffic volume on Columbia Boulevard east of Terminal Road is 7,078 vehicles per day. The peak hour westbound count is 666 vehicles between 7 and 8 a.m., and 161 vehicles between 4 and 5 p.m. The peak hour eastbound count is 108 vehicles between 7 and 8 a.m., and 672 vehicles between 4 and 5 p.m. The percentage of trucks in the traffic stream is 3.5 percent during the a.m. peak hour, 15 percent during the p.m. peak hour, and 27.5 percent during the 8 a.m. to 4 p.m. off peak period. Median vehicle speed is 40 m.p.h. Terminal Road traffic is 2,076 vehicles per day with 20 percent trucks. One reported accident occurred along this section of Columbia Boulevard in 1973, two in 1974, two in 1975, and one during the first six months of 1976. In addition, four vehicle-train accidents occurred at the rail crossing near Terminal Road from 1971 through 1975. Two of these accidents resulted in fatalities. Average weekday traffic volume for 1990 is projected at 12,500 vehicles per day, with the truck percentages remaining the same as current percentages. The 1990 median speed is estimated to be 45 m.p.h.

Approximately 25 through-train movements, and 45 switching movements, occur daily on the Union Pacific railroad track which crosses Columbia Boulevard near Terminal Road. A 50 percent increase in train movements is expected by 1990.

The project is consistent with Portland's Arterial Streets Policy which classifies Columbia Boulevard as a Major City Traffic Street, and as a Regional Transitway and Major City Transit Street. The policy states that "The primary function of Columbia Boulevard should be to serve as a by-pass of, and provide access to, the North Portland residential neighborhoods. Other functions include use as a transit route for Rivergate area service, and as a secondary truck access route to the Rivergate area." The Policy also states that Marine Drive should be the primary access to Rivergate.

The project is also consistent with the Columbia Region Association of Governments' Interim Transportation Plan which classifies Columbia Boulevard as a Principal Arterial.

ALTERNATIVES TO THE PROPOSAL

Several design alternatives were investigated during project development. They include shifting the alignment slightly to the south, shifting to the north, an at-grade rail crossing alternative, and a no-build alternative. All of these are alternatives to the proposed project which is described in the "Description and Purpose of Project" section of this document.

Alignment Shifted South

Roadway alignment is shifted south of present alignment in one plan near the proposed railroad overcrossing in order to keep the overcrossing fill slopes out of the north side properties. This alternative would impact Pier and Chimney Parks heavily, and would also result in undesirable roadway alignment. This plan calls for the closure of Terminal Road at Columbia Boulevard.

Alignment Shifted North

Roadway alignment is shifted to the north near the proposed overcrossing in another plan in order to avoid Pier and Chimney Parks. Terminal Road would be closed at Columbia Boulevard. This alternative would result in undesirable roadway alignment, would require removal of buildings, and would introduce major problems with revising railroad tracks on the north side of Columbia Boulevard.

At-Grade Rail Crossing

An at-grade alternative was investigated which would not utilize the rail overcrossing proposed in other alternatives. This alternative follows existing roadway alignment, and would not close Terminal Road. It would result in continued long delays for motorists waiting for train movements. This alternative would provide increased safety at the rail crossing due to improved sight distances but vehicle/train conflict and accident potential would remain.

No-Build

The no-build alternative would result in continued problems that now exist -- a poor roadway, safety problems, and extensive traffic delays at the rail crossing.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Right-of-Way

The proposed project will not cause the removal of any buildings, although it will be necessary to purchase some right-of-way. Fill slopes from the proposed overcrossing and a proposed access road will require a right-of-way purchase of approximately 1.59 acres from the north side of Columbia Boulevard. In addition, it will be necessary to purchase 0.4 acres of right-of-way for the proposed Sever Road revision. Fill slopes will be placed by permit in Johnswood Park (0.15 acres for slope, 0.06 acres for sound berm), Pier Park (less than 20 square feet), and Chimney Park (approximately 0.42 acres). Terminal Road will be vacated adjacent to present park lands, resulting in a park land gain of approximately 1.38 acres. This section of Terminal Road will be removed and planted with grass.

Traffic Factors

Columbia Boulevard motorists are currently subjected to significant delays during train movements at the Union Pacific railroad track near Terminal Road. Approximately 25 through train movements (average delay of 5 minutes) and 45 switching movements (average delay of 8 minutes) occur daily. The number of train movements is expected to increase by 50 percent in 1990. The proposed rail overcrossing will totally eliminate the delay that motorists currently are experiencing.

Motorists safety will be increased by the proposed overcrossing. Between 1971 and 1975, four vehicle-train accidents (2 fatalities) occurred. The possibility of this type of accident will be eliminated once the overcrossing is constructed.

Motorists who currently utilize Terminal Road to travel between Lombard Street and Columbia Boulevard will be required to travel out of direction via Burgard Road once Terminal Road is closed. Maximum out of direction travel will be 0.6 miles for 2,076 vehicles per day.

Noise

Noise sensitive property in the project area includes Chimney, Johnswood, and Pier Parks, two apartment complexes on the south side of Columbia Boulevard, and five single family residences on the north side of Columbia Boulevard near Terminal Road.

Existing noise was measured at four sites during March of 1977. The sites were at Chimney Park, Johnswood Park, the St. Johns Woods apartment complex, and at a single family residence adjacent to the north side of Columbia Boulevard. Refer to Figure 3. Noise measurements and traffic counts were taken during the evening peak traffic period. The results of the measurements are presented in Table I. As can be seen, the existing L_{10} noise levels (noise level exceeded 10% of the time) are all above the Federal design noise level of 70 dBA.

Noise levels were predicted for the year 1990, and the results are presented in Table I. Noise levels at all four sites are predicted to be higher in 1990 than they are now. The majority of the predicted increase in noise levels is due to increasing traffic in 1990, and would occur with or without the proposed project. Approximately 1.5 dBA of the increase is due to the project because of travel lanes being closer to sensitive receptors.

Noise mitigation measures at the parks is not justified, since park activities do not take place near Columbia Boulevard during the peak traffic hour. A noise barrier would not be effective at the single family residences located adjacent to Columbia Boulevard, since numerous access breaks would render a barrier ineffective. A landscaped earth noise barrier is proposed for the St. Johns Woods apartment complex south of Columbia Boulevard. The earth berm can be placed in a 90 foot wide strip of City owned land located between Columbia Boulevard and the apartments. A noise barrier for the new apartments west of St. Johns Woods was investigated, but would not be effective since the apartments are located considerably higher than the elevation of Columbia Boulevard.

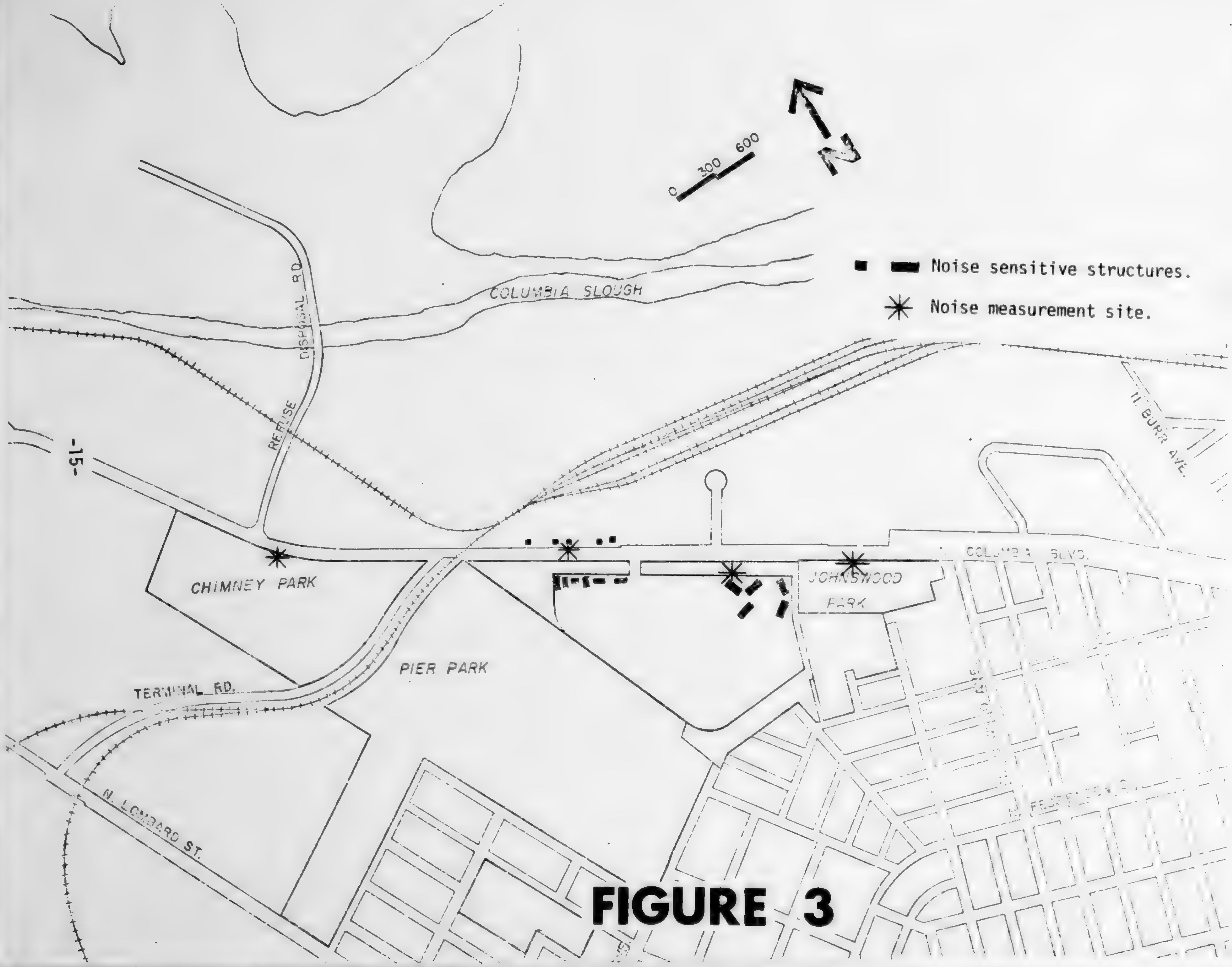

0
300
600
N
Noise sensitive structures.
Noise measurement site.
COLUMBIA SLOUGH
REFUSE DISPOSAL RD
-15-
CHIMNEY PARK
PIER PARK
TERMINAL RD.
N. LOMBARD ST.
JOHNSWOOD PARK
COLUMBIA BLVD.
N. BURR AVE.

FIGURE 3

TABLE 1

COLUMBIA BOULEVARD NOISE LEVELS

Site Number	Site Description	Present L_{10} (dBA)	1990 L_{10} (dBA)
1	Chimney Park	71	78-81
2	Johnswood Park	74	78-81
3	Apartment Complex	73 (at property line) 72 (at housing unit)	76-77 75-76
4	Single Family Residence (8829 N Columbia)	79 (at property line) 76 (at housing unit)	80-83 77-80

NOTES: (1) Sites No. 1 and No. 2 are located 50 feet from the center lane of travel on Columbia Boulevard.

(2) For Site No. 3 the property line is located 100 ft. from the center of Columbia Boulevard, and the nearest housing unit is located 135 ft. from the center of Columbia Boulevard.

(3) For Site No. 4 the property line is located 30 ft. from the center lane of travel on Columbia Boulevard.

Air Quality

The major components of vehicle air pollutants are carbon monoxide, unburned hydrocarbons, oxides of nitrogen, oxides of sulfur, and particulates. Carbon monoxide is the predominant automobile pollutant, and is the result of incomplete combustion within auto engines. Hydrocarbon emissions primarily result from incomplete fuel combustion, and secondarily, from carburetor and fuel tank evaporation. Hydrocarbon and carbon monoxide emissions decrease as vehicle speeds increase. Steady speeds also reduce carbon monoxide and hydrocarbon emissions. Oxides of nitrogen are formed when the oxygen and nitrogen components of air used by engines combine under the heat and pressure of the combustion process. Nitrogen oxide emissions increase as vehicle speeds increase. Currently, vehicles produce only 6 to 12 percent of the total atmospheric sulfur oxide load in Portland, although this could increase in the future as more sulfuric acid producing catalytic converters come into use. Particulate emissions from vehicles include carbon particles, lead, tire rubber, and asbestos from clutch and brake linings. Photochemical oxidant, or ozone, results from complex reactions in the atmosphere between vehicle emissions (hydrocarbons and nitrogen oxides) and sunlight.

Lead, nitrogen dioxide and sulfur dioxide meet standards in the Portland area. The photochemical oxidant and total suspended particulate standards are being exceeded, as is the standard for carbon monoxide, although the frequency of carbon monoxide violations has been steadily decreasing since 1970.

Total emissions for carbon monoxide, nitrogen oxides and hydrocarbons were calculated for the year 1982, which is the year of project completion and year of maximum air quality impact, and for 1990. Emission factors were calculated according to methods specified by the U. S. Environmental Protection Agency in their publication, Compilation of Air Pollutant Emission Factors, Third Edition, August 1977, Supplement No. 8. Data inputed were 21% cold operation, 27% hot start operation, 45° F for carbon monoxide, and 75° F for hydrocarbons and nitrogen oxides. Speeds of 45 mph for the build alternative and 40 mph for the no-build alternative were used. Total emissions in tons per year are shown in Table 2. By examining Table 2, it can be seen that carbon monoxide and hydrocarbon emissions will be less in 1990 than in 1982 even though traffic volumes are higher in 1990. This is due to a greater number of newer, more pollution-free, vehicles operating in 1990. The build alternative results in lower carbon monoxide and hydrocarbon emissions than the no-build alternative for both 1982 and 1990, due to higher operating speeds. Nitrogen oxide emissions are greater in 1990 then 1982 due to higher traffic volumes. The build alternative results in higher nitrogen oxide emissions than the no-build alternative because of higher operating speeds.

Photochemical oxidants (ozone) can be analysed by the Linear Rollback model* which assumes that concentrations of ozone are directly proportional to nonmethane hydrocarbon emissions. In 1990 the build alternative results in a 6% reduction in hydrocarbons relative to the no-build alternative which suggests a 6% reduction in maximum ozone concentrations associated with the build alternative. It should be noted that linear rollback is generally optimistic at high hydrocarbon/nitrogen oxide ratios which are normally found in cities.

---

* U. S. Environmental Protection Agency, Uses, Limitations and Technical Basis of Procedures for Quantifying Relationships Between Photochemical Oxidants and Precursors, November 1977.

TABLE 2

COLUMBIA BLVD. TOTAL EMISSIONS (TONS/YEAR)

Year	Alternative	Traffic Volume (ADT)	Speed (MPH)	Total Emissions Carbon Monoxide	Total Emissions Hydrocarbons	Total Emissions Nitrogen Oxides
1982	Build	9,400	45	112.8	11.4	16.3
	No-Build	9,400	40	119.7	12.0	15.4
1990	Build	12,500	45	103.5	7.7	19.0
	No-Build	12,500	40	109.4	8.2	17.8

Future lead levels can be expected to decrease with both the build and no-build alternatives due to increasing use of catalytic converters which require no-lead fuels.

An Indirect Source Construction Permit from DEQ will not be required, since traffic volumes along Columbia Boulevard will be less than 20,000 vehicles per day. The proposed project is not expected to cause or contribute to the violation of either the State of Oregon Clean Air Act Implementation Plan or ambient air quality standards since the build alternative will result in improved air quality by virtue of higher average travel speeds. Refer to Page 5 of the Appendix for DEQ's review of the project regarding air quality.

Flora and Fauna

The proposed project will necessitate the removal of one mature Dogwood and two mature Douglas Fir trees located in Pier Park, along with miscellaneous shrubs found immediately adjacent to Columbia Boulevard. The loss of this avifaunal habitat is not significant since large adjacent areas of similar habitat will remain. Trees and ground cover will be planted on the proposed noise berm.

Impacts During Construction

The usual disagreeable effects of any street construction project will be experienced during construction of the proposed project. Dust, construction equipment noise, and traffic disruption will be evident. Adverse environmental effects due to construction will be minimized by requiring the contractor to uphold all Federal, State, and Local regulations controlling air and water pollution, open burning, dust, and equipment noise. All construction activities will be regulated by the

Portland Noise Ordinance which limits construction noises to 85 dBA when measured at fifty feet from the source. Pile drivers, pavement breakers, scrapers, concrete saws and rock drills are exempted from the noise standard. All construction equipment must have sound control devices no less effective than those provided on original equipment, and unmuffled exhausts are not allowed. The exempted equipment listed above cannot operate from 6:00 p.m. to 7:00 a.m. the following morning, and 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and on legal holidays.

Construction will be staged to minimize traffic distruption, and at least one travel lane in each direction will remain open at all times.

COMMENTS RECEIVED

The State Clearinghouse conducted an A-95 review of the project in the spring of 1976, and no comments were received. The State clearinghouse concludes that "No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented."

A Draft Negative Declaration including a 4(f) Involvement Section was circulated for comments on March 15, 1978, and comments were received from the Portland Bureau of Parks and Recreation and from the U.S. Department of the Interior, Heritage Conservation and Recreation Service, Northwest Region. The Portland Bureau of Parks and Recreation stated that the document was consistent with previous input. The Department of Interior commented that a Negative Declaration was the correct course of action, that Section 6(f) of the Land and Water Conservation Fund Act was not applicable in relation to Pier Park, and that the document adequately dealt with provisions of Section 4(f) of the DOT Act. Copies of both responses are included in the Appendix.

A corridor-design public hearing was held at Sitton School, 9930 N Smith Street, on May 3, 1978, at 7 p.m. No comments about the proposed project were made at the hearing itself, although, a written comment was made on May 5, 1979, concerning lack of access to a property north of Columbia Boulevard near the proposed railroad overcrossing. This was investigated and access to the property will be included on plans for the proposed project.

Discussions were held with Union Carbide Corporation during May 1979 about the proposed turn-around near Sever Road and Lombard. The turn-around is proposed for location on Union Carbide land, and Union Carbide raised concerns about noise, removal of lawn, and traffic safety. These concerns were investigated and the proposed turn-around is not expected to significantly affect Union Carbide or motorists on Lombard Street.

On May 9, 1979, the Portland City Council passed a Resolution endorsing the project as described in this document.

BASIS FOR NEGATIVE DECLARATION

The Oregon Department of Transportation concludes that the proposed project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the project will not significantly affect the quality of our environment; therefore, an environmental impact statement will not be required.

LN:mmc
July 2, 1979

7-11-79
Date

Technical Services Engineer

8-5-79
Date

FHWA Division Administrator

4F Determination

SEP 1 [illegible]
Date

Federal Highway Administrator
Official

RECEIVED
[illegible] 1976
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: December 15, 1976

Mr. John M. Lang, Chief
Bureau of Street & Structural Engineering
City of Portland - 400 SW Sixth Ave.
Portland, OR 97204

RE: N. Columbia Blvd--
Oswego Avenue to
City Limits

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

Paul B. Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

EL:ko

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS

MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION

DOUGLAS W. BRIDGES
SUPERINTENDENT

1107 S.W. FOURTH AVE.
PORTLAND, OR 97204
[illegible]

March 30, 1978

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Dpt. of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

The draft relating to the negative declaration for the Federal-Aid Urban project proposed for N. Columbia Blvd., from N. Oswego Avenue to the West City limits has been reviewed and found to be in compliance with our previous input.

In as much as the proposed improvements affect two parks, Chimney and Pier, we are interested in maintaining a close working relationship and we are interested in having the opportunity to see a final draft as well as to check the preliminary drawings of those improvements.

We appreciate your cooperation and effort in keeping us informed of the progress of the project.

Sincerely,

Michael L. Kaiel

Michael L. Kaiel, Manager
Planning & Program Development

MLK.g
cc: Doug Bridges
Tim Nolan
Edward Erickson

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

IN REPLY REFER TO:
ER-11

MAY 3 1978

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

We have reviewed the March 15, 1978, Draft Negative Declaration and accompanying 4(f) Involvement Section attachment for N. Oswego Avenue-West City Limit, Columbia Blvd., City of Portland, Multnomah County, Oregon. The following comments are provided as technical assistance and reflect the opinions of this regional office and do not necessarily represent the views of the Secretary of the Interior. These comments do not constitute the official consultation with the Department of the Interior called for in Part 10b. of Department of Transportation Order 5610.1B. Official Departmental comments will be provided when requested by the Secretary of Transportation.

GENERAL COMMENTS

In general, we would agree that the proposed action does not appear to be a major Federal action significantly affecting the quality of the human environment and, as such, a negative declaration appears an appropriate course of action.

With respect to the proposed project's impacts on Chimney, Pier and Johnswood Parks, we have the following comments.

SECTION 6(f) and SECTION 4(f) INVOLVEMENT

Section 6(f) of the Land and Water Conservation Fund Act (P.L. 88-578) prohibits the conversion to other than public outdoor recreation uses of any property acquired or developed with L&WCF assistance. Such assistance was provided for the development of Pier Park. Fill slopes from the reconstructed roadway will encroach slightly on Pier Park. We believe that no conversion of use will exist, however, because the project envisions construction of a bicycle path over the same fill slope area and there will not be a land taking of the slope area. Consequently, it is this office's feeling that Section 6(f) is not applicable.

Section 4(f) of the DOT Act (P.L. 89-670), as amended, requires a finding of "no feasible and prudent alternative" before a Federally-funded transportation project can use land from a public park or recreation area. The project may proceed if there are no feasible and prudent alternatives and if the project includes all possible planning to minimize harm to such park or recreation area. From our review of the project documents and an on-site inspection of the project area, we feel relatively confident there are no feasible and prudent alternatives. We also feel the proposed mitigation adequately satisfies the second proviso of Section 4(f); namely, the project includes adequate measures to minimize harm. Consequently, we feel the proposed project adequately deals with both provisos of Section 4(f). We would point out, however, the draft documents do not specifically set forth the Section 4(f) statement called for in Part 4i of attachment 2 of DOT Order 5610.1B. The final negative declaration and Section 4(f) document should contain this statement. You are also reminded that formal consultation with the Department of the Interior is required prior to preparation of the final documents.

Enclosed is a copy of our letter of January 11, 1977, to John Lang of the Portland Bureau of Streets and Structural Engineering. This essentially is an earlier statement of the same thoughts that are now expressed in this letter.

We hope the above comments have been helpful and we stand ready to assist if further coordination is necessary.

Sincerely yours,

Maurice H. Lundy
Regional Director

Enclosure

cc:
Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Environmental Section
May 5, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green, FHWA

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

June 29, 1979

Mr. Larry Nordholm
Bureau of Street and
Structural Engineering
City of Portland
400 SW 6th AV
Portland, OR 97204

Re: Columbia Blvd., N.Oswego-
West City Limits
Determination of Consistency

Dear Mr. Nordholm:

The Department has reviewed the Final Negative Declaration for the above referenced project. If the proposed project met the criteria requiring Indirect Source Review, we would ask for documentation on the derivation of the cold operation percentage, as it appears to be low. However, the proposed project appears to improve the overall air quality, and we, therefore, find it to be consistent with the State Implementation Plan.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris
Coordinator
Transportation Control
Program
Air Quality Division

HWH;nlb

RECEIVED
1979
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

Section 4(f) Statement

N. Oswego Ave. - West City Limit
Columbia Blvd.
City of Portland
Multnomah County, Oregon

The proposed project is located in the North section of Portland near the St. Johns neighborhood (see Figure 1). It is proposed to improve N. Columbia Blvd. between N. Oswego Ave. and the west City limit. This section of Columbia is adjacent to three City of Portland parks: Chimney Park, Pier Park, and Johnswood Park. The effect of improving Columbia Blvd. on these three parks will be the subject of this document. The parks' locations in relation to Columbia Blvd. are shown in Figure 2.

PROJECT DESCRIPTION

The purpose of the project is to provide a structurally sound roadway, a left turn lane, drainage, and lighting for Columbia Blvd. Another major purpose of the project is to increase safety and eliminate delay for Columbia Blvd. users at the rail crossing near Terminal Road.

The existing Columbia Blvd. consists of four 11 foot paved lanes in a deteriorating condition, with no curbs or paved shoulders. The original paved roadway was constructed nearly 40 years ago with inadequate base materials which has resulted in continued frequent maintenance problems.

VICINITY MAP

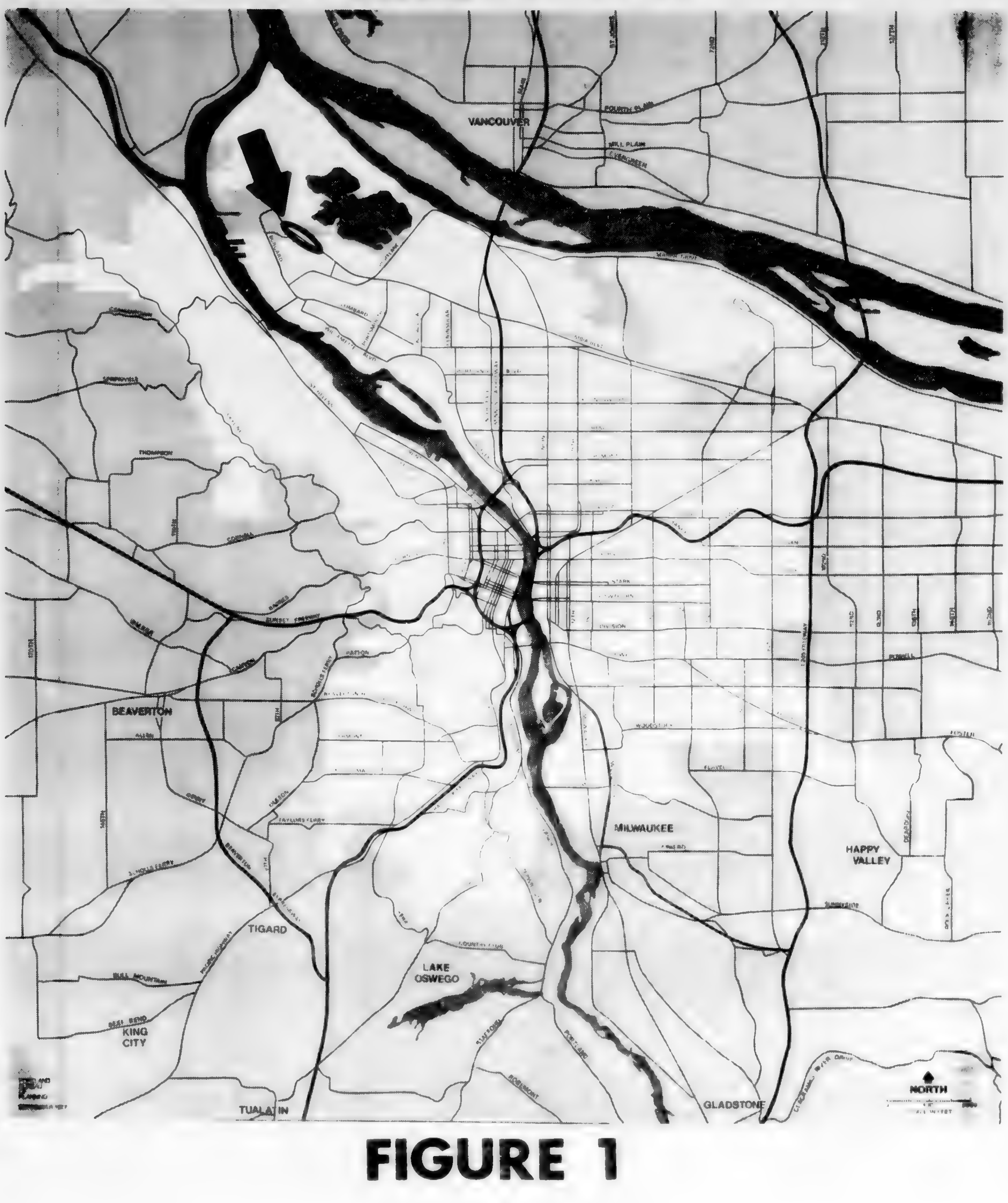

VANCOUVER
FOURTH PLAIN
MILL PLAIN
EVERGREEN
LOMBARD
SUNSET FREEWAY
STARK
DIVISION
POWELL
WOODSTOCK
FOSTER
BEAVERTON
MILWAUKEE
HAPPY VALLEY
SUNNYSIDE
TIGARD
LAKE
OSWEGO
KING
CITY
TUALATIN
GLADSTONE
NORTH

FIGURE 1

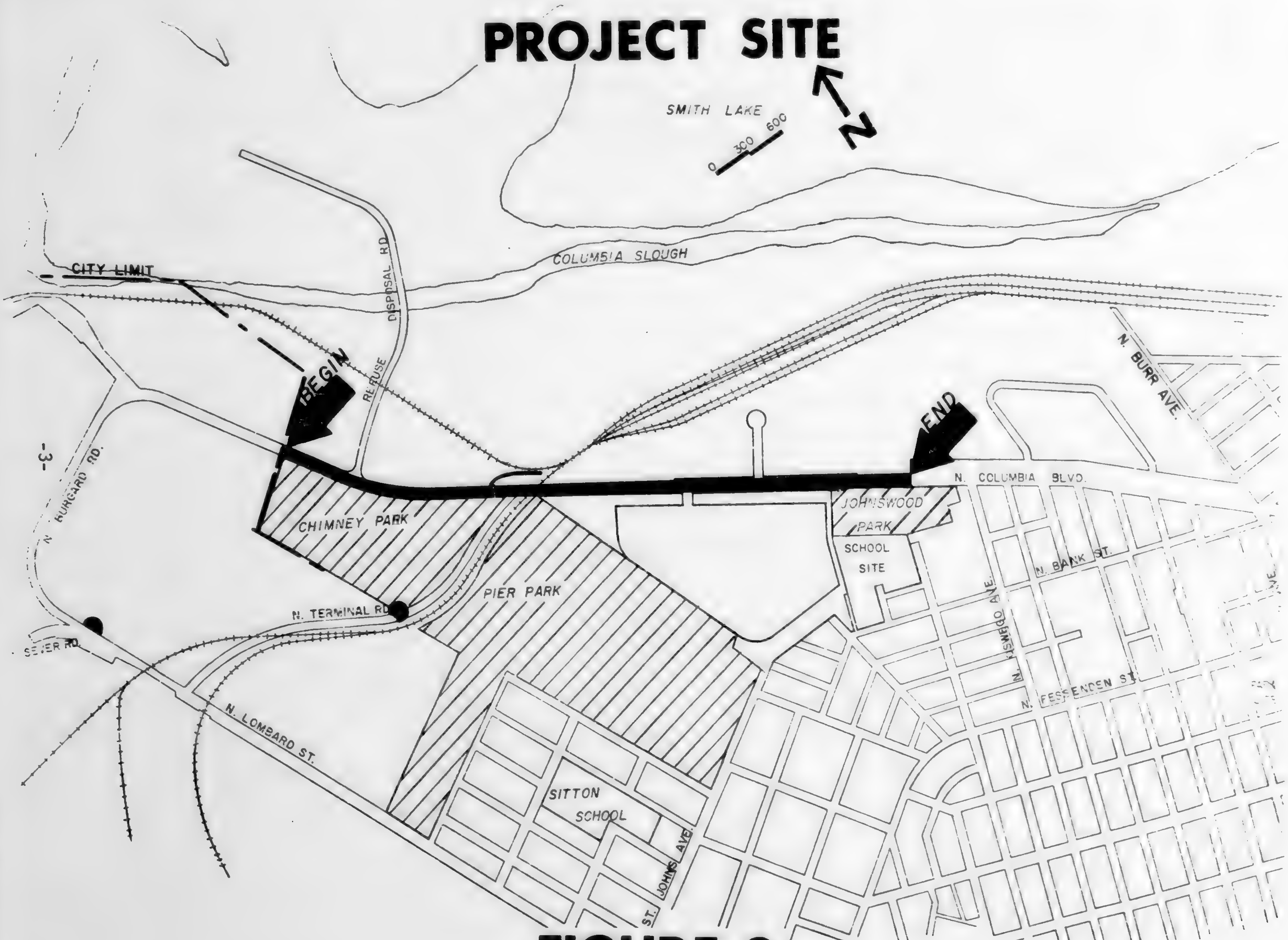

PROJECT SITE
N
SMITH LAKE
0 300 600
COLUMBIA SLOUGH
CITY LIMIT
REFUSE DISPOSAL RD
BEGIN
END
N. BURR AVE.
N. COLUMBIA BLVD.
N. BURGARD RD.
SEVER RD.
N. TERMINAL RD.
N. LOMBARD ST.
CHIMNEY PARK
PIER PARK
JOHNSWOOD PARK
SCHOOL SITE
SITTON SCHOOL
ST. JOHNS AVE.
N. OSWEGO AVE.
N. BANK ST.
N. FESSENDEN ST.

FIGURE 2

The proposed cross-section is two 12 foot and two 14 foot travel lanes, a 12 foot turning median, curbs, and a bicycle path/sidewalk on the south side. Alignment will be the same as existing alignment, with widening taking place symetrically about the center line. Storm sewers and street lights with underground wiring are also proposed. A railroad track currently crosses Columbia Boulevard adjacent to Terminal Road. An overcrossing structure will be constructed to separate Columbia Blvd. traffic from train traffic. Terminal Road will be cul-de-saced approximately 1,000 feet south of Columbia Blvd. to eliminate ramps from Terminal Road to the proposed structure and to eliminate truck traffic between Pier and Chimney Parks. A noise berm landscaped with trees and groundcover is proposed to mitigate noise at two apartment complexes between Pier Park and Johnswood Park.

PARK DESCRIPTIONS

Chimney Park is a 16 acre park located adjacent to the south side of Columbia Blvd. just west of Terminal Road (refer to Figures 2 and 3). It is Portland's former incinerator site and is currently being converted to an Astronomy and Science Center. The incinerator building with large smokestack will be outfitted with a telescope and exhibits. The main access to the site leads directly from Columbia Blvd. to the incinerator building. A secondary access road loops behind the building and connects with Columbia Blvd. at two points. Future development of the site includes gradual increased use of open space in conjunction with the Astronomy and Science Center, and a potential nature and tree species walkway.

CHIMNEY PARK

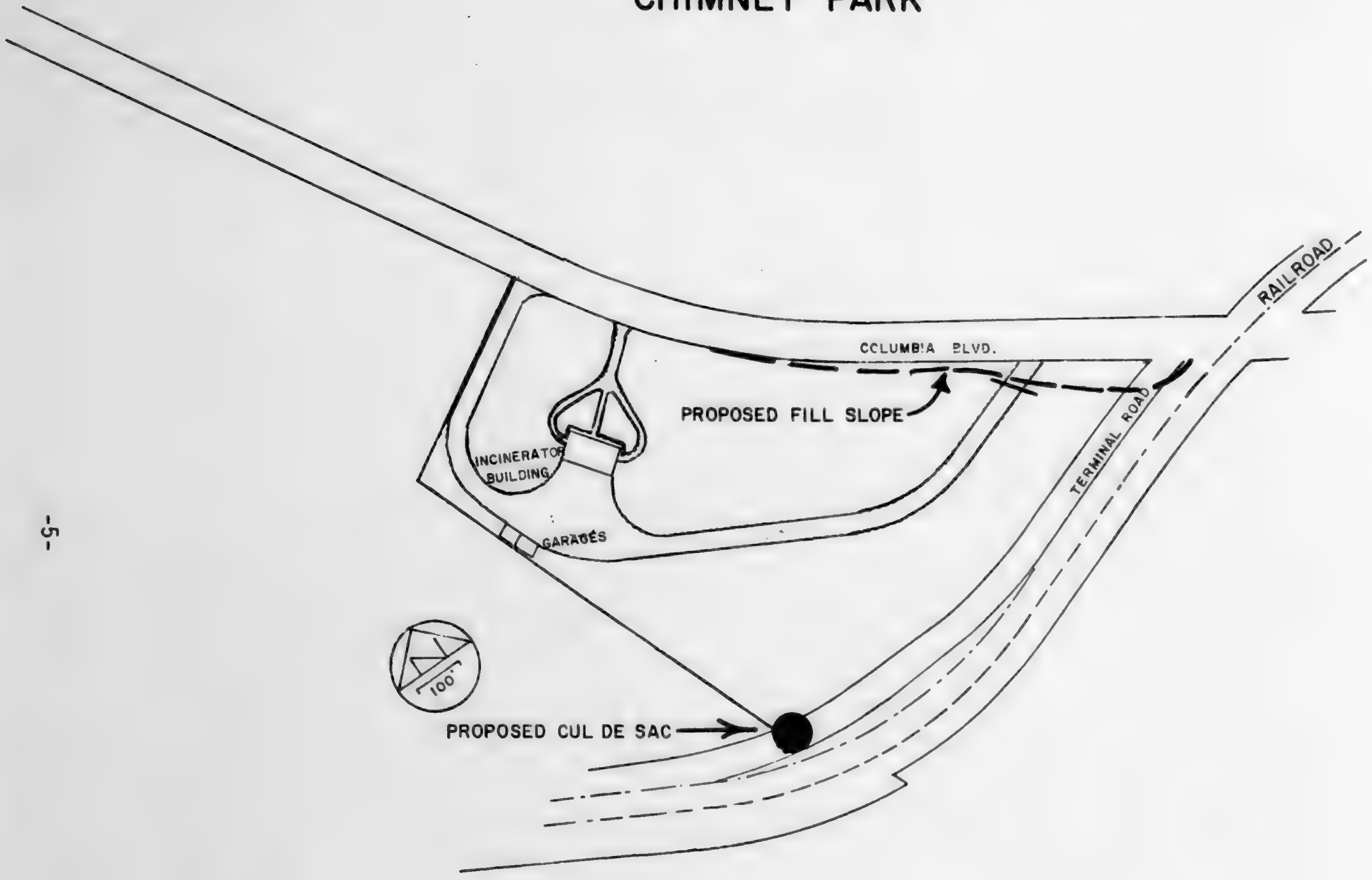

COLUMBIA BLVD.
RAILROAD
PROPOSED FILL SLOPE
TERMINAL ROAD
INCINERATOR BUILDING
GARAGES
100'
PROPOSED CUL DE SAC

FIGURE 3

Pier Park is a 65.5 acre park located east of Terminal Road and south of Columbia Blvd. (refer to Figures 2 and 4). Only a triangular shaped tip of the park is adjacent to Columbia Blvd. Much of the park is of a modified natural setting dominated by a large grove of Douglas Fir trees. Facilities include walking trails, picnic tables, tennis courts, basketball courts, volleyball courts, horseshoe pits, baseball and softball diamonds, a swimming pool and a wading pool. Additionally, play equipment is available and includes a sandbox, rings, swings, teeters, slide, tether ball, whirl, horizontal ladder, horizontal bar, parallel bar and trapeze. During June, July and August of 1977, 16,750 people used the swimming pool at Pier Park. Other facilities located at the park were used by 7,950 people during the same period (for Monday through Friday only, and does not include picnics). Access to the park is via St. Johns Ave. and James St. which are adjacent to the main portion of Pier Park, and to a lesser extent via Lombard St. which provides access to the "panhandle" portion of the park (see Figure 4). Future plans for the park call for development of the "panhandle" with ball diamonds, soccer/football fields and tennis courts.

Land and Water Conservation Funds were used to light a baseball field in Pier Park in 1973. The total cost of providing this lighting was $10,000: $5,000 of the cost was provided by Land and Water Conservation Funds. This was State job #536, and BOR job #41-00423.

Johnswood Park is an 8 acre park located adjacent to the south side of Columbia Blvd. (see Figure 2). The park land is undeveloped, and is covered with grasses and scattered trees. The park is not used now, and

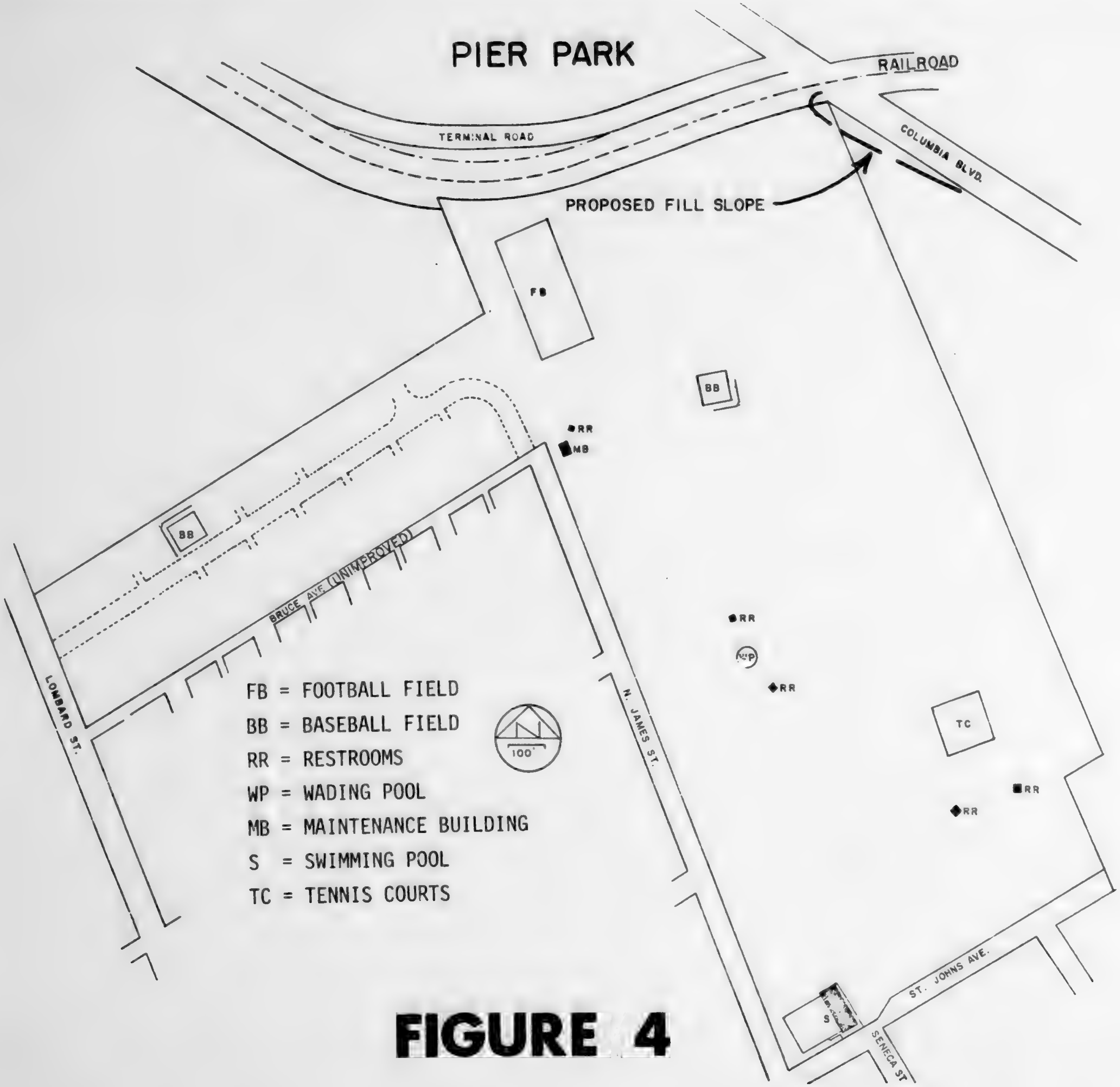

PIER PARK
RAILROAD
TERMINAL ROAD
COLUMBIA BLVD.
PROPOSED FILL SLOPE
FB
BB
RR
MB
BB
BRUCE AVE (UNIMPROVED)
RR
WP
RR
TC
RR
RR
LOMBARD ST.
N. JAMES ST.
100'
FB = FOOTBALL FIELD
BB = BASEBALL FIELD
RR = RESTROOMS
WP = WADING POOL
MB = MAINTENANCE BUILDING
S = SWIMMING POOL
TC = TENNIS COURTS
ST. JOHNS AVE.
S
SENECA ST

FIGURE 4

the Park Bureau has no plans to develop it. Johnswood Park land was obtained in 1963 for development as a park and playground for a proposed school (adjacent to the south); however Portland School District #1 has no current plans to construct a school at this site.

PROJECT EFFECTS ON PARK LANDS

Fill Slopes

Fill slopes will be placed by permit in Johnswood Park (on approximately 0.15 acres of land), Pier Park (less than 20 square feet), and Chimney Park (approximately 0.42 acres). In addition, a noise berm proposed to protect the apartment complex adjacent to Johnswood Park will require the placement of fill on another 0.06 acres of Johnswood Park land. None of the land planned for fill slopes is developed with any park facilities. Slopes will be 3:1 except in Pier Park where the slope will be 2:1 in order to save as many trees as possible. It will be necessary to remove one mature Dogwood and two mature Douglas Fir trees from Pier Park. Natural slopes similar to the proposed fill slopes exist in the portion of Pier Park near Columbia Blvd. as the terrain is hilly in this area. The boundary of Pier Park will not change, and the recreational utility of the area will not change; therefore, replacement lands as required by Section 6(f) of the Land and Water Conservation Fund Act are not required.

Noise

Existing noise levels were measured at Chimney Park and Johnswood Park in March of 1977. All measurements were taken during evening rush hour traffic, which is the noisest period of the day. The existing L_{10} (noise level exceeded 10% of the time) noise level was found to be 71 dBA* at Chimney Park, and 74 dBA at Johnswood Park. Measurements were made at points 50 feet from the center lane of travel on Columbia Boulevard. Predicted L_{10} noise levels for 1990 are 78 to 81 dBA in Chimney Park (also applies to Pier Park) and Johnswood Park at 50 feet from the center lane of travel on Columbia Boulevard. The majority of the predicted increase in noise level is due to increasing traffic in 1990 and would occur with or without the proposed project. Approximately 1.5 dBA of the increase is due to the project because of travel lanes being closer to park land. Both the existing and predicted noise levels are above the Federal design noise level of 70 dBA (see Figure 5 which is a description of Federal design noise levels).

Air Quality

The major components of vehicle air pollutants are carbon monoxide, unburned hydrocarbons, oxides of nitrogen, oxides of sulfur, and particulates. Carbon monoxide is the predominant automobile pollutant, and

---

* dBA is the sound pressure level in decibels measured with a frequency weighting network corresponding to the "A-scale" on a standard sound level meter. The A-scale suppresses lower frequencies and closely approximates human response to traffic noise.

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS

Activity Category	Design Noise Levels - dBA		Description of Activity Category
	L_{eq}	L_{10}	
A	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Federal-Aid Highway Manual, Volume 7, Chapter 7, Section 3, Figure 3-1, Transmittal 192, May 14, 1976.

FIGURE 5

is the result of incomplete combustion within auto engines. Hydrocarbon emissions primarily result from incomplete fuel combustion, and secondarily, from carburetor and fuel tank evaporation. Hydrocarbon and carbon monoxide emissions decrease as vehicle speeds increase. Steady speeds also reduce carbon monoxide and hydrocarbon emissions. Oxides of nitrogen are formed when the oxygen and nitrogen components of air used by engines combine under the heat and pressure of the combustion process. Nitrogen oxide emissions increase as vehicle speeds increase. Currently, vehicles produce only 6 to 12 percent of the total atmospheric sulfur oxide load in Portland, although this could increase in the future as more sulfuric acid producing catalytic converters come into use. Particulate emissions from vehicles include carbon particles, lead, tire rubber, and asbestos from clutch and brake linings.

Lead, nitrogen dioxide and sulfur dioxide meet standards in the Portland area. The photochemical oxidant and total suspended particulate standards are being exceeded in Portland as is the standard for carbon monoxide, although the frequency of carbon monoxide violations has been steadily decreasing since 1970.

Total emissions for carbon monoxide, nitrogen oxides and hydrocarbons were calculated for the year 1982, which is the year of project completion, and year of maximum air quality impact, and for 1990. Carbon monoxide and hydrocarbon emissions will be less in 1990 than in 1982 even though traffic volumes are higher in 1990. This is due to a greater number of new, more pollution-free, vehicles operating in 1990. The build alternative results in lower carbon monoxide and hydrocarbon emissions than the no-build alternative for both 1982 and 1990, due to higher operating speeds. Nitrogen oxide emissions are greater in 1990 than 1982 due to higher traffic volumes. The build alternative results in higher nitrogen oxide emissions than the no-build alternative because of higher operating speeds.

Lead levels can be expected to decrease with both the build and no-build alternatives due to decreasing amounts of lead in future vehicle fuels.

ALTERNATIVES CONSIDERED

Several design alternatives were investigated. They include shifting the alignment slightly to the south, shifting to the north, an at-grade rail crossing, and a no-build alternative. Terminal Road would be closed in all alternatives except the at-grade rail crossing and the no-build. These are alternatives to the proposed project as described in the "Project Description" section of this document.

Alignment Shifted South

This alternative shifts roadway alignment to the south near Terminal Road in order to keep the proposed overcrossing fill slopes out of properties adjacent to the north side of Columbia Blvd. This, however, would push the fill slopes farther into Pier and Chimney Parks resulting in high impacts to the parks. This alternative would result in undesirable roadway alignment.

Alignment Shifted North

This alternative shifts roadway alignment to the north near the proposed overcrossing in order to keep fill slopes completely out of Pier and Chimney Parks. This would result in undesirable roadway alignment, would require removal of several buildings from the north side of Columbia Blvd. and would require railroad track revisions. Required railroad track revisions would be major since many switching points in a Union Pacific railyard located north of Columbia Blvd. just east of Terminal Road would have to be revised.

At-Grade Rail Crossing

This alternative follows existing roadway alignment, but does not include a rail overcrossing. Existing roadway grades would be changed to provide longer sight distances at the rail crossing which would reduce the probability of vehicle-train collisions. Pier and Chimney Parks would not be affected by fill slopes since a rail overcrossing is not proposed. This alternative would result in continued long delays for motorists waiting for train movements (up to 12 hours per day total delay projected for 1990), improved sight distance at the rail crossing, and continued vehicle/train conflict and accident potential. It would also result in higher carbon monoxide and hydrocarbon concentrations than alternatives which include the rail overcrossing.

No-Build

This is the do-nothing alternative. Nothing other than normal maintenance as required would be performed. All of the problems that exist now would continue under this alternative including poor roadway subgrade that causes continued roadway maintenance, lack of sight distance at the rail crossing, which is a safety hazard, and long motorists' time delays (expected to be longer in the future) at the rail crossing.

MITIGATING MEASURES

Several measures have been incorporated into the proposed project which will be beneficial to the parks.

A combination bicycle path/sidewalk will be constructed adjacent to the south side of Columbia Blvd; thus, adjacent to Chimney, Pier and Johnswood Parks. This is a new facility since neither bicycle or pedestrian facilities are currently located adjacent to Columbia Blvd.

The closure of Terminal Road will be of benefit in three ways. First, it will result in additional park lands. It is proposed to vacate and cul-de-sac Terminal Road approximately 1,000 feet south of Columbia Blvd., remove the existing roadway, and plant the area with grass to increase usable park space. The land area gained by vacation is 1.38 acres. A portion of this land (0.38 acres) will revert to Union Pacific Railroad title upon street vacation, but the railroad is exploring the possibility of deeding the land to the Park Bureau. The second benefit from closure of Terminal Road is that it provides another access point to Chimney and Pier Parks from Lombard Street. Lastly, the closure of Terminal Road will eliminate heavy truck traffic that now separates Chimney and Pier Parks, although a railroad track will still separate the parks.

Lighting placed along Columbia Blvd. will be high pressure sodium vapor cut-off luminaires. Mercury vapor light has a half wave length which is about the same size as average suspended particulates in the atmosphere. Because of this, mercury vapor lights scatter their energy strongly in the atmosphere which greatly diminishes contrast needed for astronomical observations. In addition, mercury vapor lighting has strong absorption lines from scattered re-radiation which interferes with astronomical spectrocity. Sodium vapor lights, on the other hand, have a much longer half wave length which results in less light scattering and dimming of contrast. Cut-off lighting fixtures eliminate light traveling above the horizontal plane which will aid sky contrast. The sodium vapor cut-off luminaires planned for roadway lighting along Columbia Blvd. will aid the celestial park in general and the Astronomy Center to be located at Chimney Park in particular.

Noise mitigation measures were considered for all three parks involved with the project, but no measures are proposed since no park activities are taking place or planned near Columbia Blvd. during peak noise periods. It should be noted that the 70 dBA noise contour is predicted to be 150 to 200 feet from Columbia Blvd. in 1990, and the Astronomy Center at

Chimney Park is located 240 feet from Columbia Blvd. which is out of the area for critical noise considerations. In addition, major activities at the Astronomy Center would take place during nighttime hours which are later than peak noise periods.

The Portland Bureau of Parks is represented on the Technical Advisory Committee for the project, and has been closely involved with development of mitigation measures. The project has also been coordinated with the Northwest Region of the Heritage Conservation and Recreation Service, U.S. Department of the Interior, since December of 1976.

After investigating the significance of implementing the proposed project or alternatives, it has been determined that there are no feasible or prudent alternatives to the project, and that all possible actions to minimize harm have been taken.

LAN:mmc
7-2-79

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SECTION 4(f) DETERMINATION

This Statement sets forth the basis for a determination that there is no feasible and prudent alternative to the use of land from Chimney, Pier, and Johnswood Parks for a proposed Federal-aid Highway project, designated as Oregon Project M-9956(3), N. Oswego Avenue, West City Limit Section, Columbia Boulevard; also, that the project proposal includes all possible planning to minimize harm resulting from such use. This determination is made pursuant to 49 USC 1653(f) and 23 USC 128.

PROJECT DESCRIPTION

The project is located in North Portland near the St. Johns neighborhood. It is proposed to improve N. Columbia Boulevard between N. Oswego Avenue and the West City Limit. The purpose of the project is to provide a safe, structurally sound roadway with left turn lane, drainage, and lighting. A grade separation structure will eliminate highway/railroad conflicts.

The existing Columbia Boulevard consists of four 11-foot paved lanes in a deteriorating condition, with no curbs or paved shoulders. The original roadway was constructed 40 years ago.

The project consists of four 12-foot lanes, a 16-foot turning median, curbs, and a bicycle path/sidewalk on the south side. A railroad track currently crosses Columbia Boulevard adjacent to Terminal Road. An overcrossing structure will separate street traffic from train traffic. Terminal Road will be cul-de-saced approximately 1,200 feet south of Columbia Boulevard. Fill slopes will be placed in Johnswood Park (approximately 0.12 acres), Pier Park (approx. 0.02 acres), and Chimney Park (approx. 0.42 acres). A noise berm to protect the apartment complex adjacent to Johnswood Park will require a fill on 0.12 acres of Johnswood Park. Slopes will be 3:1 except in Pier Park where the slope will be 2:1 to save trees. It will be necessary to remove one mature Dogwood and two mature Douglas Fir from Pier Park.

NOISE

The existing L_{10} noise level is 71 dBA at Chimney Park, and 74 dBA at Johnswood Park. Measurements were made 50 feet from the center travel lane on Columbia Blvd. Predicted L_{10} noise levels for 1990 are 78 to 81 dBA. The majority of the predicted increase is due to increased traffic in 1990 and would occur with or without the project. Approx. 1.5 dBA of the increase is due to lanes being closer to park land.

AIR QUALITY

Although traffic volumes will be higher in 1990, reduced emission factors will outweigh increasing traffic resulting in reduced total emissions. The project should result in reductions in carbon monoxide and hydrocarbons. Slightly higher nitrogen oxide emissions are expected due to increased vehicle speed.

Lead levels are expected to decrease in the future due to decreasing amounts of lead in fuels.

4(f) LANDS DESCRIPTION

Chimney Park is a 16-acre park located on the south side of Columbia Boulevard just west of Terminal Road. It is Portland's former incinerator site and is currently being converted to an Astronomy and Science Center. The main access to the site is from Columbia Boulevard. Future development of the site includes increased use of open space, an Astronomy and Science Center, and a nature and tree species walkway.

Pier Park is a 65.5-acre park located east of Terminal Road south of Columbia Boulevard. Much of the park is a modified natural setting dominated by a large grove of Douglas Fir. Facilities include walking trails, picnic tables, tennis courts, basketball courts, volleyball courts, horseshoe pits, baseball and softball diamonds, a swimming pool, and playground equipment. Access to the park is via St. Johns Avenue and James Street. Future plans call for the development of ball diamonds, soccer/football fields and tennis courts.

Johnswood Park is an 8-acre park south of Columbia Boulevard. The park is undeveloped, and is covered with grasses and scattered trees. The Park Bureau has no plans to develop it.

ALTERNATIVES CONSIDERED

Several alternatives were investigated. They include shifting the alignment to the south, shifting to the north, an at-grade rail crossing, and no-build. Terminal Road would be closed in all alternatives except the at-grade rail crossing and the no-build.

Alignment Shifted South

This alignment shifts the roadway south near Terminal Road in order to keep the fill slopes out of properties to the north. This would push the fill slopes farther into Pier and Chimney Parks resulting in greater impacts and undesirable roadway alignment.

Alignment Shifted North

This alternative shifts the roadway north in order to keep fill slopes completely out of Pier and Chimney Parks. This results in undesirable roadway alignment, removal of several buildings, and railroad track revisions. Track revisions would be major since many switching points in the railyard north of Columbia Boulevard would be revised.

At-Grade Rail Crossing

This alternative follows existing alignment but does not include a rail overcrossing. Existing roadway grades would be changed to provide longer sight distances at the rail crossing. Pier and Chimney Parks would not be affected by fill slopes. This would result in unsafe street-railroad conflicts and continued long delays for motorists (up to 12 hours per day in 1990). It would also result in higher carbon monoxide and hydrocarbon concentrations.

No-Build

The do-nothing alternative does nothing other than maintenance. All of the problems that exist now would continue. Current problems include a poor roadway subgrade, expensive roadway maintenance, lack of sight distance at the rail crossing (safety hazard), and long motorists' time delays.

MEASURES TO MINIMIZE HARM

A combination bicycle path/sidewalk will be constructed south of Columbia Boulevard adjacent to Chimney, Pier, and Johnswood Parks.

The closure of Terminal Road will be of benefit in three ways. First, it will result in additional park lands. The project will vacate and cul-de-sac Terminal Road approximately 1,200 feet south of Columbia Boulevard and the area will be planted with grass increasing usable park space by 1.65 acres. The second benefit is to provide another access to Chimney and Pier Parks from Lombard Street. Third, the closure of Terminal Road will eliminate heavy truck traffic between Chimney and Pier Parks, although a railroad track will still separate the parks.

Lighting will be high pressure sodium vapor cut-off luminaires. This will eliminate light traveling above the horizontal plane which will aid sky contrast and minimize conflict with the future Astronomy Center.

Noise mitigation was considered for all three parks but no measures are proposed since no park activities are taking place or planned near Columbia Boulevard during peak noise periods. Noise barriers would require the use of more park land. Major activities at the Astronomy Center would take place during nighttime hours which are later than peak noise periods.

COORDINATION

The Portland Bureau of Parks is represented on the Technical Advisory Committee. The project has been coordinated with the Northwest Region of the Bureau of Outdoor Recreation since December 1976, and with the State Parks and Recreation Branch.

CONCLUSION

These factors and considerations support the determination that there is no feasible and prudent alternative to the use of land from Chimney, Pier, and Johnswood Parks and that the project includes all reasonable planning to minimize harm resulting from such use.

L E Lybecker

L. E. Lybecker
Regional Administrator

Chapter 7, Section 2, and that implementing the project will not significantly affect the quality of our environment; therefore, an environmental impact statement will not be required.

LN:mmc
July 2, 1979

7-11-79
Date

Technical Services Engineer

9-5-79
Date

FHWA Division Administrator

4F Determination

SEP 14 1979
Date

Federal Highway Administrator
Official

·8

DEPARTMENT OF PUBLIC WORKS

BUREAU OF STREET AND STRUCTURAL ENGINEERING

PUBLIC HEARING

May 3, 1978

Sitton School
9930 N Smith Street
Portland, Oregon

RE. N. COLUMBIA BOULEVARD
N. OSWEGO - WEST CITY LIMITS SECTION
CITY OF PORTLAND
MULTNOMAH COUNTY

JOHN LANG: It is a few minutes past 7:00 and 7:00 has been the time scheduled for the formal Corridor Design Public Hearing on the proposed improvements to N. Columbia Boulevard between N Oswego Avenue and the West City Limits.

My name is John Lang, I'm the manager of the Bureau of Street & Structural Engineering for the City of Portland. I will serve as the hearing officer tonight. With me and assisting in this hearing on my right is Mr. Glen Pierce, the project manager from the City Bureau of Street and Structural Engineering. On my left is Mr. Louis Grothaus, Right-of-Way Supervisor for the Oregon Department of Transportation. On my far left is E. J. Dunn, Location Engineer for the Oregon Department of Transportation.

This formal Corridor Design Public Hearing is being held in conformance with the Federal statutes and regulations, and the Oregon Action Plan, for the purpose of considering design proposals and related social, economic and environmental impacts for transportation improvements on N Columbia Boulevard between approximately N Oswego Avenue and the West City Limits.

The City prepared and released a Draft Negative Declaration with a 4(f) Involvement Section on March 15, 1978 for public and governmental review and comment. The negative declaration is a form of environmental impact statement which concludes that implementing the proposed project will not significantly affect the quality of the environment. The response from this hearing will be included in a Final Negative Declaration. No commitment has been made at this point by the City, State, or Federal governments on the design being presented at this hearing.

It is proposed that this project be funded with Federal, State, and City funds under the Federal Aid Urban System Program. Currently, a ratio of funding exists with 86% Federal participation, 7% State participation, and 7% City participation. At this time I would like to call on Mr. Pierce to describe the proposed project that is being presented tonight.

GLEN PIERCE: Thanks John. What I would like to do is to discuss this proposal and the proposal that we have is to improve Columbia Boulevard between Oswego Avenue on the east and the West City Limits. To refer to the vicinity map here you can get a general orientation of the project. Currently this section of Columbia Boulevard is a 44' wide roadway which has no curbs and the shoulders are unpaved. Originally, it was constructed and paved in 1940 and it was built with inadequate base material and that has contributed to the fact or to the condition of the roadway today, to the deterioration of the roadway.

A Union Pacific Railroad track crosses Columbia Boulevard in the vicinity of Terminal Road and this currently results in significant delays to traffic on Columbia Boulevard. There are approximately 25 through train movements each day going from the Barnes Yard on to the Terminal 4 area and in addition there is another 45 switching movements back and forth across Columbia Boulevard. This train movement is expected to increase by about 50% by 1990.

Safety is also a problem at this intersection with the train track. There have been four vehicle/train accidents at that location since, well, between 1971 and 1975 and two of those resulted in fatalities.

The current traffic volumes on this section of Columbia, east of Terminal Road, are about 7,100 vehicles per day; that is projected to increase to 12,500 by 1990. The percentage of trucks in the traffic stream currently amounts to 3½% during the morning peak hours, 15% during the evening peak, and 27½% during the off-peak hours. The traffic on this section of Terminal Road currently amounts to 2,100 vehicles a day and it has about 20% trucks.

There were several design alternatives which were investigated during preliminary engineering and I'll describe them for you.

The first is the no-build option. This is basically a continuation of the existing problems out there today, namely, the poor roadway, the safety problem at the rail crossing, and the extensive traffic delay at the rail crossing. This option, the no-build option, is still considered an alternative at this point.

The second alternative that we looked at is titled "Alignment Shifted South." What this would do is to provide an improved roadway on Columbia and in the vicinity of the proposed overcrossing of the tracks the alignment would be shifted to the south in order to avoid impacts on the properties north of Columbia. This alternative was not recommended because it would have a heavy impact on Pier and Chimney Parks and it would result in an undesirable alignment of the roadway.

Another alternative which we looked at was shifting the alignment north. Again, it would improve Columbia but in the vicinity of the train tracks, the alignment would be shifted north in order to avoid impacting the parks. This alternative was not recommended because it would also result in an undesirable alignment; it would require removing a number of buildings; and it would present some major problems with the train trackage north of Columbia Boulevard.

Another alternative that was considered was at-grade crossing of the train tracks. Essentially, Columbia would be improved on the existing alignment and no overpass would be constructed at the tracks; it would be at-grade, similar to what exists today. This alternative was also not recommended because you would still have the delay problem at the tracks and there would still be a potential for accidents.

The alternative which we are recommending tonight is shown on this design map. We would propose that a 64' wide roadway with curbs, with four lanes, and a center median be constructed between Oswego and the West City Limits. This would continue the same roadway configuration which was recently completed back on this section to the east. The roadway would follow the existing alignment of Columbia Boulevard and it would be widened symetrically about the center, a little bit on each side. An overcrossing structure would be built at the location of the rail tracks which is near the intersection of Columbia and Terminal Road. The slopes from the fills leading to the overcrossing structure on the south side would be placed on park land by permit of the Park Bureau. On the north side the fill slopes would require the purchase of additional right-of-way. During the construction of the approaches to the structure and the structure itself, traffic would be routed on a temporary detour north of Columbia which is shown in orange on this design sketch. The entire project would include high pressure sodium vapor street lighting with underground wiring, it would include new storm sewers and a new storm sewer outfall, there would be landscaped earth berm noise barrier down in the vicinity of the apartment complex south of Columbia, and there would be a combination 8' sidewalk/bike path running along the entire length of the south side of Columbia.

Terminal Road would be cul-de-saced or closed approximately 1,200' south of Columbia -- it is easier to see on the vicinity map. More detail is shown on this insert. This would eliminate the need to build ramps from Terminal Road up to the new structure and would also eliminate the truck traffic on Terminal Road between the two parks. The existing roadway between the street closure and Columbia Boulevard would be removed and it would be seeded, planted with grass, to increase the usable park space. An access road would be built north of Columbia Boulevard to serve the properties north of Columbia, north of the train, of the Union Pacific Yard.

The closure of Terminal Road at this location will create certain problems, certain access problems for industries which are located in this area and which currently use Sever Road. Currently, trucks down from this area to Columbia Boulevard use the route consisting of Sever Road, Lombard, and Terminal Road. With the closure of Terminal Road it will be necessary to use the route consisting of Burgard to Columbia Boulevard; however, large truck-trailer vehicles can't make this turn because of the acute angle of the intersection, so it was necessary for us to develop another solution.

We looked at a number of alternatives including a new connection from this property to Burgard in this area. Another connection was looked at which would have connected to a private road called Time Oil Road and would then enter Burgard back in this vicinity. Another option that was examined was a joint access with the Port of Portland Terminal 4 access road coming through this private property and then joining with the Port access. Another alternative was a turnaround located at the intersection of Lombard and Terminal Road.

There were a number of objections to the first three alternatives. This one presents some safety problems. There was some objection to this alternative with the impact on industrial land. There were objections to this one on the impact to Port of Portland operations. As a result, we selected the turnaround option which has more detail shown up here for inclusion in this project design. This option would include a signal at the intersection of Terminal Road and Lombard which would have a left-turn actuated signal for the truck vehicles which would leave Sever Road, turn left, and return around Columbia Boulevard.

There are also objections to this particular alternative and this has resulted in the identification of another proposal which is to open another access from this industrial property here, open another access to Lombard immediately adjacent to the Port of Portland Terminal 4 access road. We intend to examine this alternative in detail before we make the final recommendation to the City Council.

The estimated cost for right-of-way acquisition and construction of the Columbia Boulevard improvements, including the cul-de-sac on Terminal Road and the turnaround at the Lombard Terminal Road intersection, is 3.1 million dollars. The current project schedule calls for right-of-way acquisition to begin in October of 1978. Construction would be undertaken in two phases; the first phase being construction of the approach fills and the structure and that would begin in October of 1980. The roadway portions remaining would get under construction in October of 1981. This construction schedule might be advanced depending upon the availability of some alternative funding sources. That concludes the engineering presentation.

JOHN LANG: All right. Thank you Glen. I would like to call on Mr. Grothaus now who is the right-of-way supervisor for the Oregon Department of Transportation and to have him provide for you a description of the right-of-acquisition process and program for this project.

LOUIS GROTHAUS: Thank you Mr. Lang. Ladies and Gentlemen, the hearing being held today is to afford interested people the opportunity to express their views regarding the general design of the Columbia Boulevard Traffic Improvement Project. The additional right-of-way necessary for the reconstruction of this section of highway may require the displacement of one unoccupied sigle family residence, one farm shed and part of an existing wrecking yard. An explanation of the right-of-way acquisition process is contained in the leaflet Acquiring Land for Public Highways and Public Projects - that's this pink pamphlet. This leaflet covers the matter of public hearings, the appraisal procedure, the definition of market value, procedures for handling payments for property, and an explanation of the imminent domain procedures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today and I urge you to take one with you. Another leaflet, Moving Because of Highway and Public Projects, is also available and I urge you to take a copy of this leaflet and that's this blue one. It explains the benefits of the 1970 Uniform Relocation Act available to relocatees on the project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payments of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements. The time required for the right-of-way acquisition and relocation is estimated at 12 months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced persons after the

State acquires their property. In addition, no person or family will be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing, or have been offered adequate replacement housing available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court. Alternate housing for those who might be relocated is readily available. A search of the residential market reveals that 594 dwellings are being offered for sale on a weekly basis by local realtors through the multiple listing services. The Oregonian and The Journal carry several real [sic] classified ads for the houses for sale for each day. A search of the rental market shows a number of houses and apartments are available for rent which are advertised by owners placing "for rent" signs in the windows. Classified ads in the local papers for one day revealed 203 single family dwellings are available for rent. Further studies indicate this much housing can be reasonably expected during the foreseeable future. It is most important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced and the affected property is purchased by the State. Relocation before that date does not void your right to the payment, but payment will be delayed until after the purchase date. To the best of our knowledge, the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent, and substantially the same as those you are leaving and they are fair housing open to all persons regardless of race, color, religion, sex, or national origin in accordance with US Department of Transportation Order 5620.1, copies of which are also available in this room. The right-of-way program for this project will be under my supervision; my name is Louis Grothaus, and my office is located at 5821 NE Glisan Street. The telephone number is 238-8215.

16

JOHN LANG: Thank you, Lou. I would like now to proceed with the hearing portion of this meeting. As you came in tonight, you should have received a white card that Mr. Riddell can supply you with. The purpose of that card is to indicate on it if you desire tonight to make a statement to us for inclusion in the hearing minutes. If you didn't get a card and you do desire to comment, I would like you to raise your hand and get one at this time. All right, I will use these cards in a few minutes to call you to the microphone and allow you time to make your statement.

Also, if you desire to make a statement concerning this project but you do not wish to speak, you may hand us a written statement this evening. That written statement will be included in the minutes of the meeting and will be just as valuable and the same as a spoken comment.

Additionally, if you do not comment tonight, you may submit a written statement concerning the project to Glen Pierce at the City of Portland, 400 SW 6th Avenue, Portland Oregon 97204. The address is on the blackboard behind us. Those written statements that are not submitted tonight must be received by Mr. Pierce within 10 days following this hearing or by May 15, 1978.

A complete transcript of this hearing, including all statements verbally made tonight or written, will be available for public review or copying at the address that I pointed out behind us. That transcript should be available sometime shortly after the 29th of May this year. At any time after this hearing and before the final project approval, all information developed and heard on this proposal is available for public review in Room 416 at this same address.

Subject to this public review and the hearing on the North Columbia Boulevard proposal and the approval of the City of Portland and the Oregon Transportation Commission, a final negative declaration will be prepared on the selected alternative or no-build option and then transmitted to the Federal Highway Administration for approval of project design. Copies of that final negative declaration are available at the address behind me on the wall when they are prepared. That final negative declaration is also available at the Oregon Department of Transportation Office located at 58th and Glisan and additionally at the Central and St. Johns branches of the Multnomah County Library.

This afternoon at 2:00 o'clock an informal session was held in the hallway just outside of this auditorium for the purpose of answering questions on this project. We also have personnel there this evening to answer any specific questions you may have about the project and the proposal being discussed. The purpose of this hearing is to receive your testimony and comments on the project proposal. If you have specific questions or desire information about the project, it would be most helpful if you would ask those questions and obtain your information in the hallway from one of the staff there rather than asking the questions to us tonight and taking time for that from the other people who are present. When you have your questions answered, then you may come back in and make any formal comments that you would like entered into the testimony.

I would like now to go ahead and receive statements on the proposal and Steve, do you have any cards?

Is there anyone here who cares to make a statement tonight? Okay, I am beginning to feel like an auctioneer.

All right, let me express again so you understand. You may make a formal statement tonight by stepping to the podium and giving us your name and address, comment in

18

any way that you please about the proposal for this project. If you do not want to make a verbal statement tonight, you may give us a written statement tonight or within the next ten days. If you do so, either submit it to ourselves or to Mr. Glen Pierce at the address that's on the blackboard behind us. If you give us a written statement, it will be included verbatim in the formal testimony and will be considered and used in writing the final impact statement. Now again, let me make the opportunity available for any of you who are here tonight to make any verbal statements that you desire.

Audience (unidentified): I just have one comment. NPCC will send in one within the next ten days.

JOHN LANG: All right, thank you. All right, assuming that none of you then care to make any comments tonight for the testimony purposes, let me again remind you that you can send written comments of any nature concerning the project to Mr. Pierce within the next ten days. They have to be received by the 15th of May this year.

All right, if there are no statements from you, then I'll declare the hearing to be at an end at this time, and we do appreciate your coming and hope that we do hear from you if you have some comments to make.

Meeting adjourned at 7:25 p.m.

Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 12-77

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits– requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

1859

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

61

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transporation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLouglin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$140 [3 rm]	$220 [5 rm]
$100 [2 rm]	$180 [4 rm]	$260 [6 rm]

Seven or more rooms – $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. - 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwuakie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. **What authority does the Right of Way Agent have in acquiring the property?**

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. **Who prepares the deed and clears the title?**

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. **How does the property owner know the State will fulfill its obligation?**

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev. 12-77

e

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the Department of Transportation land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility - recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property, however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages outstanding leases or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is [illegible] a case of disagreement between the two parties on the value of the property. The Department of Transportation

Glen,
FYI L.N.

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

IN REPLY REFER TO:
ER-11

MAY 3 1978

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

We have reviewed the March 15, 1978, Draft Negative Declaration and accompanying 4(f) Involvement Section attachment for N. Oswego Avenue-West City Limit, Columbia Blvd., City of Portland, Multnomah County, Oregon. The following comments are provided as technical assistance and reflect the opinions of this regional office and do not necessarily represent the views of the Secretary of the Interior. These comments do not constitute the official consultation with the Department of the Interior called for in Part 10b. of Department of Transportation Order 5610.1B. Official Departmental comments will be provided when requested by the Secretary of Transportation.

GENERAL COMMENTS

In general, we would agree that the proposed action does not appear to be a major Federal action significantly affecting the quality of the human environment and, as such, a negative declaration appears an appropriate course of action.

With respect to the proposed project's impacts on Chimney, Pier and Johnswood Parks, we have the following comments.

SECTION 6(f) and SECTION 4(f) INVOLVEMENT

Section 6(f) of the Land and Water Conservation Fund Act (P.L. 88-578) prohibits the conversion to other than public outdoor recreation uses of any property acquired or developed with L&WCF assistance. Such assistance was provided for the development of Pier Park. Fill slopes from the reconstructed roadway will encroach slightly on Pier Park. We believe that no conversion of use will exist, however, because the project envisions construction of a bicycle path over the same fill slope area and there will not be a land taking of the slope area. Consequently, it is this office's feeling that Section 6(f) is not applicable.

Section 4(f) of the DOT Act (P.L. 89-670), as amended, requires a finding of "no feasible and prudent alternative" before a Federally-funded transportation project can use land from a public park or recreation area. The project may proceed if there are no feasible and prudent alternatives and if the project includes all possible planning to minimize harm to such park or recreation area. From our review of the project documents and an on-site inspection of the project area, we feel relatively confident there are no feasible and prudent alternatives. We also feel the proposed mitigation adequately satisfies the second proviso of Section 4(f); namely, the project includes adequate measures to minimize harm. Consequently, we feel the proposed project adequately deals with both provisos of Section 4(f). We would point out, however, the draft documents do not specifically set forth the Section 4(f) statement called for in Part 4i of attachment 2 of DOT Order 5610.1B. The final negative declaration and Section 4(f) document should contain this statement. You are also reminded that formal consultation with the Department of the Interior is required prior to preparation of the final documents.

Enclosed is a copy of our letter of January 11, 1977, to John Lang of the Portland Bureau of Streets and Structural Engineering. This essentially is an earlier statement of the same thoughts that are now expressed in this letter.

We hope the above comments have been helpful and we stand ready to assist if further coordination is necessary.

Sincerely yours,

Maurice H. Lundy
Regional Director

Enclosure

cc:
Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Environmental Section
May 5, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green, FHWA

3

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

May 4, 1978

D 315-2-188

Mr. Glen Pierce
Associate Civil Engineer
Dept. of Public Works
400 S. W. 6th Avenue
Room 415
Portland, Oregon 97204

Dear Mr. Pierce:

This will confirm your conversation with Mr. Orr at the hearing for the North Columbia Blvd. project on May 3.

It is our opinion that this project is a very workable solution to the traffic problems now existing in the project area. At the completion of the project the traveling public will be able to move through the area more safely and with less delay than is now possible.

Both the FHWA and the new Part VIII of the MUTCD speak to the elimination of grade crossings. It appears that this project follows the guidelines of the state and federal agencies to eliminate grade crossings wherever possible.

We will continue to work with you on this project, and we appreciate the cooperation you have given us in the past.

R-251

Yours truly,

L. A. Kirkeby

RECEIVED
MAY 10 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

4

Form 61-731-3687

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: AUSTIN L. BROWN
(Please Print)

Address: 9846 N. SYRACUSE ST.

City: PORTLAND, OREG. Zip Code: 97203

Do you wish to make a statement: ☑ Yes ☐ N
(Please check one)

Organization Represented: INTERNATIONAL LONGSHOREMENS UNION

Reverse side comments will be made a part of hearing transcript.

☑ Check if copy of transcript desired.

DEAR SIRS.
I HAVE SPOKEN WITH QUITE
A FEW EMPLOYES THAT WORK
AT TERM 4 IN ST. JOHNS
THE SAY THEY ARE OPPOSED
TO HAVING A TRAFFIC SIGNAL
AT LOMBARD AND TERM. RD.
THEY DO NOT WISH TO BE DETAINED
COMING OR GOING TO WORK.
THANK YOU Austin L. Brown

5

wally ball, realty

commercial and investment real estate

5576 n.e. sandycrest terrace
portland, oregon 97213
503/287-7802

May 5, 1978

Mr. Glen Pierce
City Engineer's Office
400 S.W. 6th Ave., Room 415
Portland, Oregon 97204

Dear Sir:

This letter is directed to you on the bahlf of Mr. Michael V. and Mrs. Dorothy E. Ager, owners of an equitable interest in property affected by the N. Columbia Blvd. Project. The design hearing for this project was held Wednesday evening, May 3, 1978.

The right of way acquisition involves about 0.1 acre of ground owned by the Agers, however this small piece of ground represents the access to the balance of the 9 acres which they own. The access road designed entirely for the benefit of Green Transfer does not address the necessity for ingress into the Ager property, and thus the design is totally unsatisfactory as far as the Agers are concerned.

It appears that the design has avoided the possibility of running the access road across the rail tracks at a point other than the existing road which is an easement to the properties north of the rail line.

The Agers are not opposed to the project as such, however they feel that a redesign of the access road must be effected to preserve reasonable ingress to their property.

Sincerely yours,

Wallace D. Ball

Wallace D. (Wally) Ball
Wally Ball, Realty

cc: Michael V. and Dorothy E. Ager

RECEIVED
MAY 8 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

6

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

May 10, 1978

Glen Pierce
Associate Civil Engineer
Bureau of Street and Structural Engineering
Room 415
400 S.W. 6th Avenue
Portland, OR 97204

NORTH COLUMBIA BOULEVARD IMPROVEMENT PROJECT

The Port of Portland has reviewed the City of Portland's proposed North Columbia Boulevard improvement project which calls for the reconstruction of North Columbia Boulevard between North Oswego Avenue and the west city limits. The project is clearly consistent with Port and City plans for the continued development of the Rivergate Industrial District. The purpose of this letter is to formally state the Port of Portland's support for this project.

The Port views the traffic signal which is to be installed after the closure of North Terminal Road at the intersection of North Lombard Street and North Terminal Road as an important element of the project. The turnaround at North Lombard Street and North Terminal Road, shown as part of the project design, is acceptable to the Port. The Port recognizes that City may consider alternative designs for that intersection which would be more satisfactory in the long term. I would ask that the Port continue to be involved in any such review.

Lloyd Anderson
Executive Director

P15E

RECEIVED
MAY 13 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 11, 1978

JAKE BENSHOOF
10200 N BARR AVENUE
PORTLAND OR 97203

Dear Jake:

At the Columbia Blvd. informal hearing you asked about the lack of access between Columbia Blvd. and the area to the south. There are three parcels of property between Oswego Avenue and Terminal Road. These three properties block access between Columbia and the neighborhood to the south.

The easterly property, now Johnswood Park, was Dove's Addition until it was vacated by Ordinance No. 73359 on January 17, 1940. N Charleston within Dove's Addition was also vacated by this Ordinance.

The middle property, now the St. Johns Wood development, was created from Stonemoor. Stonemoor was vacated by Ordinance No. 130128 on January 5, 1965. N Iris and N Barr within Stonemoor were vacated by this Ordinance. Right-of-way for Iris extends to the south line of St. Johns Wood, approximately 240 feet north of N Swenson.

St. Johns Wood was developed by United Homes in the early 1970's. As a condition for development, the Portland Planning Commission required a deed for a buffer strip for park or park way purposes between St. Johns Wood and Columbia Blvd. The buffer strip was required to shield residents of St. Johns Wood from Columbia Blvd.

The third property, Pier Park, was dedicated as a park by Ordinance No. 39758 on August 17, 1921.

If we can be of any further assistance, please call me at 248-4643.

Sincerely,

Glen R. Pierce

Glen R. Pierce, Program Management Section
Bureau of Street and Structural Engineering

STR:lr

7539

Portland

Salem, Oregon
November 15, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

George F. Bresnan
Resident Engineer

W. City Limits-Oswego Street
(Columbia Boulevard)
City of Portland
Multnomah County

Attached is a copy of the preliminary plan and estimate for this project. The plan and estimate are based on the following proposals:

1. The slopes in the Chimney Park area and all north side slopes will be roadside seeded.

2. The railroad overcrossing fill slopes will be seeded and some trees planted. There is little value in planting shrubs and vines on fill slopes that few people are going to see. After a few years the trees would be visible from the road.

3. In the Pier Park area the major cut slope is shown planted. The other slopes are a little small to warrant planting.

4. The sound berm is shown as being irrigated. This is consistant with similar sound berms on the adjacent completed project; the North Oswego Street-Burr Section.

TLS:jh

Trout
Versteeg
Christensen
George
/ Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 16 1977
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

W. CITY LIMITS-OSWEGO
(COLUMBIA BOULEVARD)
MULTNOMAH COUNTY

PRELIMINARY ESTIMATE
LANDSCAPE GROUP
11-4-77

	QUANTITY	UNIT	UNIT COST	COST
Trees	110	Each	$ 25.00	$ 2,750.00
Shrubs	25	Each	5.00	125.00
Vines	1,250	Each	.70	875.00
Sod Lawn	42,000	Sq. Ft.	.25	10,500.00
Irrigation	All			12,000.00
Roadside Seeding	5	Acre	500.00	2,500.00
			Subtotal	$28,750.00
		Engineering and Contingencies		4,200.00
			Total	$32,950.00

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 20, 1977

Mr. Frank Bresnan
Oregon Department of Transportation
Metropolitan Section
5821 NE Glisan Street
Portland, OR 97213

RE: N Columbia Boulevard (Oswego to WCL)

Dear Frank:

As a result of our October 14, 1977, meeting, Jackson Davis of the Bureau of Parks has responded with specific recommendations for landscaping on areas outside of park lands for the Columbia Boulevard project.

A copy of Jackson Davis' memo is attached for your use in continuing the design work for Columbia Boulevard.

Sincerely,

LARRY NORDHOLM
Bureau of Street & Structural Engineering

LN:jt

Enclosure

cc: Jackson Davis
Tim Nolan
Glen Pierce

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

6437 S.E. DIVISION AVE
PORTLAND, OREGON 97206

October 18, 1977

MEMORANDUM

TO: Larry Nordholm
Assistant Civil Engineer
Bureau of Street & Structural
Engineering

FROM: Jackson Davis J.D.
Bureau of Parks & Recreation

RE: The Landscaping on North Columbia Blvd.,
from Oswego to the West City Limits

The following comments are to be considered the Parks Bureau's recommendation for guides to landscaping specifications on North Columbia Boulevard;

1. On the northside of the street, a two-to-one slope or 1300 feet will be satisfactory.

2. On the southside of the street, a three-to-one slope will be satisfactory on the Noise Berm.

3. The tree planting that is to be on the Noise Berm should be done with care so that trees will have a year to grow with proper maintenance before they are accepted by the City. (See our attached specifications on tree planting and care). It would be wise to plant the trees in September, irregardless when the job is completed, so they would go through the fall, winter and early spring with rain upon them, then they would only require watering during the summer months for the first year of the established period.

4. Tree Types and Groupings - The best species of trees to use is Pine, and the Japanese Black Pine would be the most desirable type. The trees should be planted in groups, and not in a straight line; spacing should be designated by the landscape architect. We would like to have the trees at the top of the Berm, and not on the slopes where they would interfere with mowing.

5. The Soil Mix that is to be Used in the Berm - The natural soil of the area is fine for the Berm. If it is used, there is no conern about making grass grow on it. If it becomes necessary to use sand, we would like to have two inches of Douglas Fir bark chips incorporated into the sand, so that we would have some organic material which could retain the fertilizer chemicals when fertilizer is added to the soil.

JD:rc
Attachment

MAINTENANCE SPECIFICATIONS AND STANDARDS

TREE AND SHRUB CARE

Definition

Measures that are taken to maintain trees and shrubs in good condition.

Scope of Work

This work shall include all labor, materials, equipment, supplies and services to sustain and maintain in a healthy, attractive and safe condition all trees and shrubs as described and included above.

General Instructions

All work shall be performed in a professional workmanlike manner, using quality equipment, methods, and materials, all of which must be maintained and operated with nothing but the highest of standards.

All shrubs and trees as included, shall receive no less than the following:

A. Eliminate all bracing and tree supports as rapidly as plants can become self-supporting. Tree supports that must remain should be kept in good repair and functioning at all times, and trees fully protected.

B. All dead trees will be replaced and replacement trees will be properly staked.

C. A vegetation free circle, approximately 24 inches in diameter, shall be established and maintained around the base of each tree within turf areas.

D. All new trees and shrubs should be deep soaked at least monthly during the first two irrigation seasons, unless local soil and moisture conditions dictate otherwise for good growth.

E. The Bureau of Parks Horticulturist---------------shall be notified immediately of any disease, pest, or other unusaul or damaging condition when observed.

MAINTENANCE SPECIFICATIONS AND STANDARDS

PRUNING

Definition

Pruning--to cut off or cut back parts of a tree or shrub for better shape or more fruitful growth.

Scope of Work

This work shall include all labor, materials, equipment, supplies, and services to sustain and maintain in a healthy, attractive and safe condition all trees and shrubs as described and included above. It shall also include the proper clean up and disposal of all prunings.

General Instructions

All work shall be performed in a professional workmanlike manner, using quality equipment, methods, and materials, all of which must be maintained and operated with nothing but the highest of standards.

All shrubs and trees to be pruned shall receive no less than the following:

A. Normal pruning operations will take place during the dormant season (November 1 - March 31).

B. All trees shall be inspected annually for pruning needs.

C. On older trees, all dead growth should be removed immediately after inspection to maintain a safe condition for park patrons.

D. All sucker growth shall be removed.

E. On all trees such as weeping cherry, globe calatpa, etc., where budding or grafting of an unique growth form has been worked onto the top of a vertical stem, all twig or leaf growth below this union should be restricted and removed.

F. All included trees and shrubs shall be kept pruned back to clear all roads, drives and walks towards achieving optimum efficiency and safety for all foot and wheeled traffic.

G. Pruning shall be done to keep plants clear of all doorways and windows. Any limbs and branches touching or brushing buildings or other structures shall be removed also.

H. Pruning shall be provided to encourage a healthy natural growth pattern for each specific variety. All pruning shall be towards developing the eventual and future branching structure.

I. All pruning shall be done in accordance to accepted practices and standards as stated in the following pamphlets:

1) "Pruning Ornamental Shrubs and Vines"
Home and Garden Bulleton Number 165
U.S. Department of Agriculture

2) "Pruning Shade Trees and Repairing their Injuries"
Home and Garden Bulletin Number 83
U.S. Department of Agriculture

3

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 27, 1977

Mr. Frank Bresnan
Oregon Department of Transportation
Metropolitan Section
5821 NE Glisan
Portland, Oregon 97213

RE: N. Columbia Boulevard (Oswego to WCL)

Dear Frank:

This is to answer some of the questions you raised in our meeting with the Bureau of Parks on May 19, 1977.

1. The Terminal Road cul-de-sac should begin at the southern boundary of Chimney Park.
2. Use 3:1 slopes in Chimney Park and landscape with grass. Use 2:1 slopes in Pier Park and landscape with Ivy or similar no-maintenance plantings.
3. ODOT should do the lighting design. Your lighting design engineers may contact Wayne Fretwell at 248-4671 for City lighting policies.
4. ODOT should do signing for the project using ODOT standards. Work with Tom Neely (248-4290) of the Bureau of Traffic Engineering when designing pavement markings.
5. The question of signalization at Sever Road will be investigated by the Bureau of Traffic Engineering once firmer plans are developed for Sever Road improvements.
6. Storm waters from the Columbia Boulevard project should be carried in a separate storm sewer and empty into a new (part of project) storm sewer outfall near the western end of the project, and into an existing storm sewer near the eastern end of the project. It will not be necessary to separate the existing combination sewer system.

7. The question of project landscaping outside of the parks will be answered next week.

If you have any questions, give me a call at 248-4393.

Sincerely,

Larry Nordholm

Larry Nordholm, Program Management
Bureau of Street & Structural Engineering

LN:dlt

cc: Wayne Fretwell
Lee Klingler
Tom Neely
Tim Nolan
Dave Willhite

9537

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: January 10, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Oregon M-0944(1)
N. Oswego-West City Limits
Columbia Blvd.
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR action. (NON-SIGNIFICANT

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
1-10-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1 : Walt Hart
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 4, 1977

In reply refer to: 1041A.1

SUBJECT: Project Assessment Reclassification
Oregon M-0944(1)
N. Oswego-W. City Limits, Columbia Blvd.
Multnomah County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 21, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
Rulien
FOR
Info Inves. R/D D.R. Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 18, 1976

In reply refer to: 1041A.6

RECEIVED
STATE HWY ENGR
NOV 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon M-0944(1)
N. Oswego-W. City Limits
Columbia Blvd.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By memorandum dated September 28, 1976, Mr. Rulien has asked for concurrence in a non-major classification for this project. A field review of the project was conducted on October 7, 1976, as documented by Jef Kaiser's memorandum to the file on that date.

Based on that field review and data available at the time, I cannot concur in the Non-Major classification. I understand that additional location and design work will be conducted in connection with the 4(f) areas.

Walack
G. L. Green

cc:
Hunter
Bothman
Potter

10/29/76
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Ed Hardt - Region 1
W. W. Geibel - District 2
Aeronautics Division
Paul Hartwig
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 2 '76
REFER TO
Rulien
FOR

PROJECT MANAGEMENT
OCT 25 '76
REFER TO
FOR
Info | Investigate | | | |

NOTED
E. S. HUNTER

BEN GIFFORD

September 28, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: N. Oswego-W.City Limits Section
Columbia Boulevard

On December 2, 1975 you recommended a Non-Major classification for the subject project, noting that the only justification for a Major classification was a potential 4(f) situation. We have since accomplished certain preliminary engineering functions and are in agreement with your original recommendation. Section 4(f) determination does not appear to be necessary on this project. We seek your concurrence in this matter and offer the following information to support our conclusion:

1. Three city parks and a strip of unused, publically owned buffer land will be encroached on by the project. Chimney and Pier parks are affected by 2:1 slopes from an overcrossing structure, and Johnswood Park is affected by a 300 foot section of bike and pedestrian pathway.

2. The bike/pedestrian path is a compatible addition to park and recreation property.

3. The slope encroachments are very small, and the actual roadways or structures do not encroach upon parklands.

4. The slope encroachments will be seeded and/or landscaped, and will be restored to a like or improved condition.

5. The closure of Terminal Road is of benefit to Pier and Chimney parks because such action removes, through-truck-traffic, creates a park access road, removes a barrier between Pier and Chimney parks, and actually expands total usable park space.

In addition, the overall adverse impacts of the project are minimal and insignificant. An unused storage shed is the only improvement displaced. The roadway is not being moved any closer to receptors. Two significant land users, both industrial, adjacent to the proposed grade separation, have expressed support for the project.

Attached is a copy of a letter dated September 7, 1976 from the City of Portland Bureau of Parks and Recreation expressing their concurrence in the project.

We request your concurrence in our findings, and that the project is appropriately categorized as 3, Non-Major.

GAP:ss dpy

Attachment

cc: E. S. Hunter
R. N. Bothman
G. A. Potter

[illegible]-30-[illegible]
[illegible]
12

RECEIVED
ENVIRONMENTAL
SECTION
SEP 1[illegible]
Referred to ....

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DALE R. CHRISTIANSEN
SUPERINTENDENT

1107 S.W. FOURTH AVE.
PORTLAND, OR. 97204
503/248-3580

September 7, 1976

Mr. Jeff Kaiser
Oregon State Highway Department
5821 NE Glisan
Portland, Oregon 97213

Dear Jeff:

The purpose of this letter is to let you and Glen Pierce know the Park Bureau's position on the development of North Columbia Boulevard from the City refuse site back to Oswego Boulevard.

There are three parks involved in this project, Chimney, Pier and Johnswood. Chimney and Pier would be affected very slightly by fill from slopes to the overpass to be constructed over the railroad near Terminal Road. Both of these locations would be affected very little since the northern portion of Pier is undeveloped and Chimney Park is also undeveloped at this location. The closure of Terminal Road would greatly improve both Pier and Chimney Parks since foot traffic could flow uninterrupted from park to park.

Johnswood is an undeveloped area and with the construction of a pedestrian path and bicycle path on the northern part would help to use this area for its intended purpose.

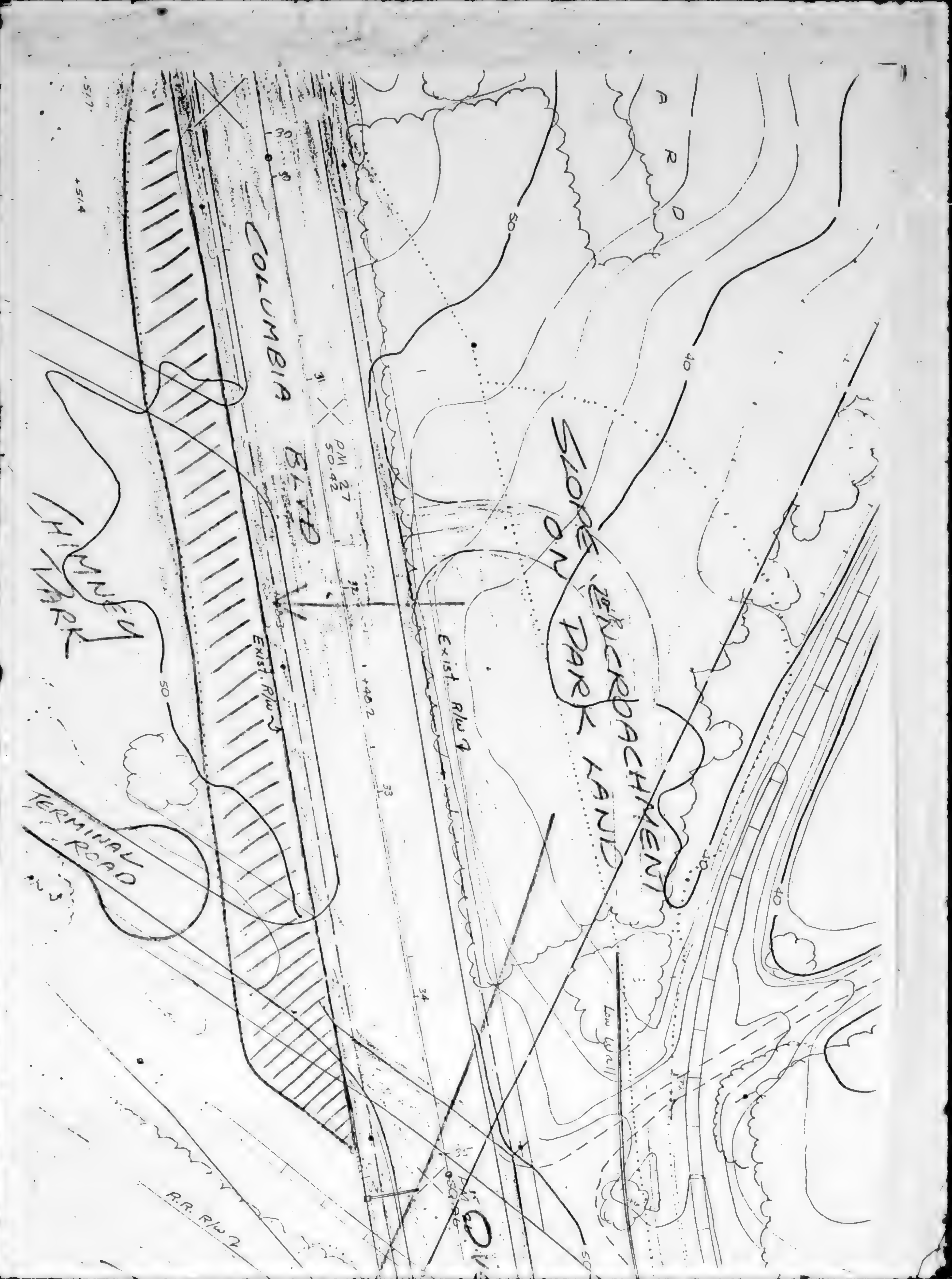
When this project is completed, with the closure of Terminal Road and the construction of the bicycle path and pedestrian path, it would help toward the development of Pier, Chimney and Johnswood Parks. We do not object to this project as it is now planned.

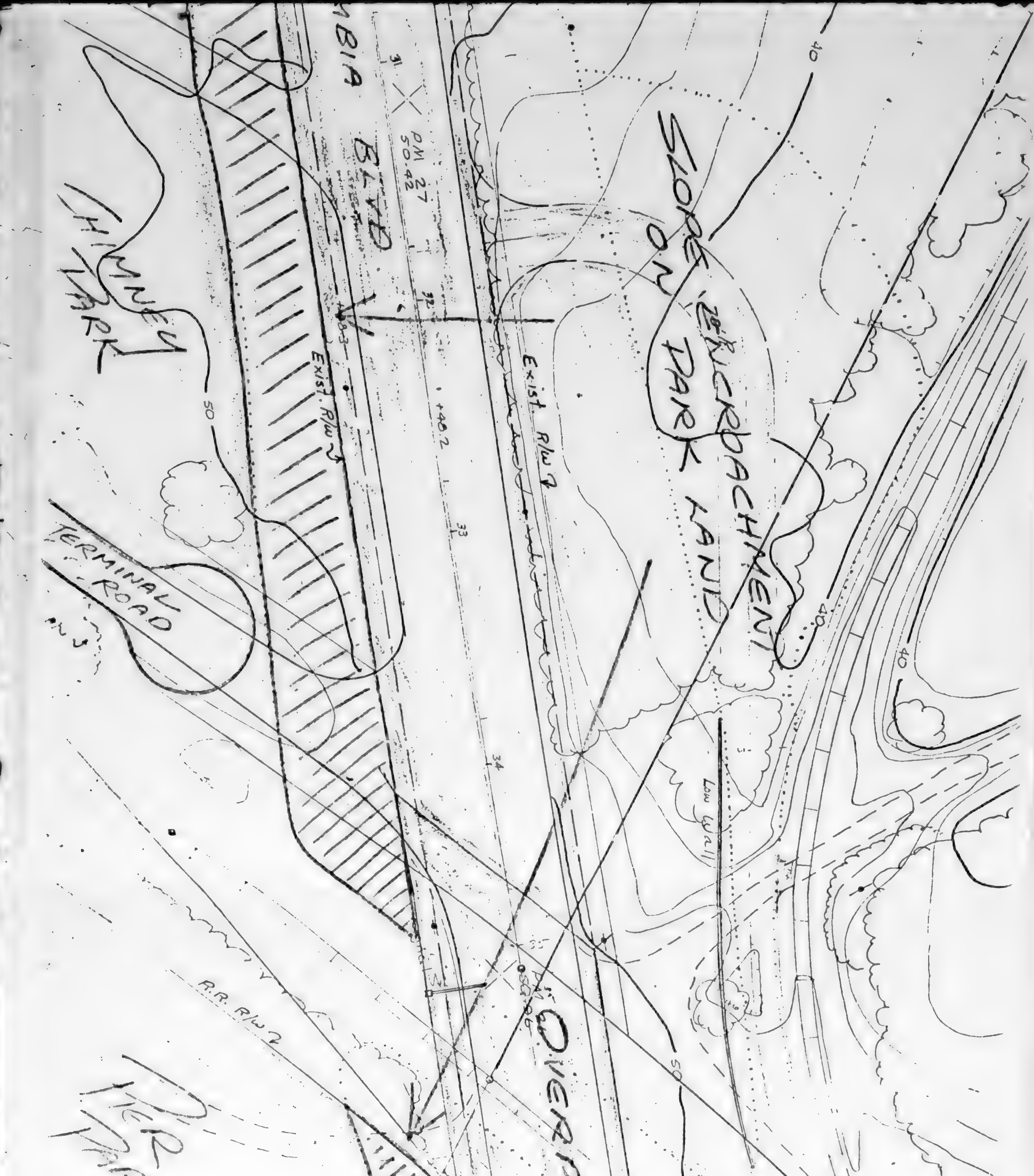
Sincerely,

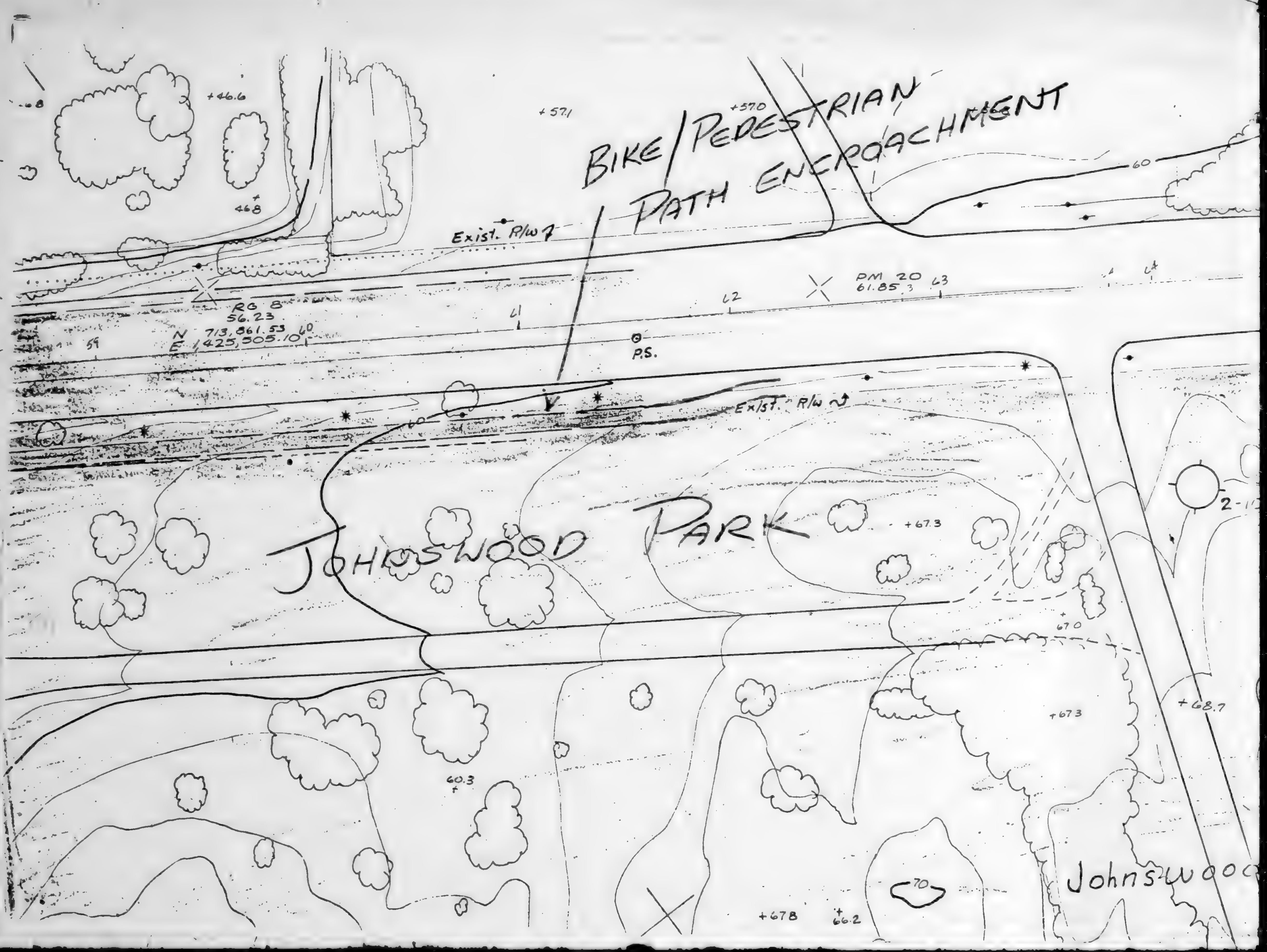
Dale Christiansen

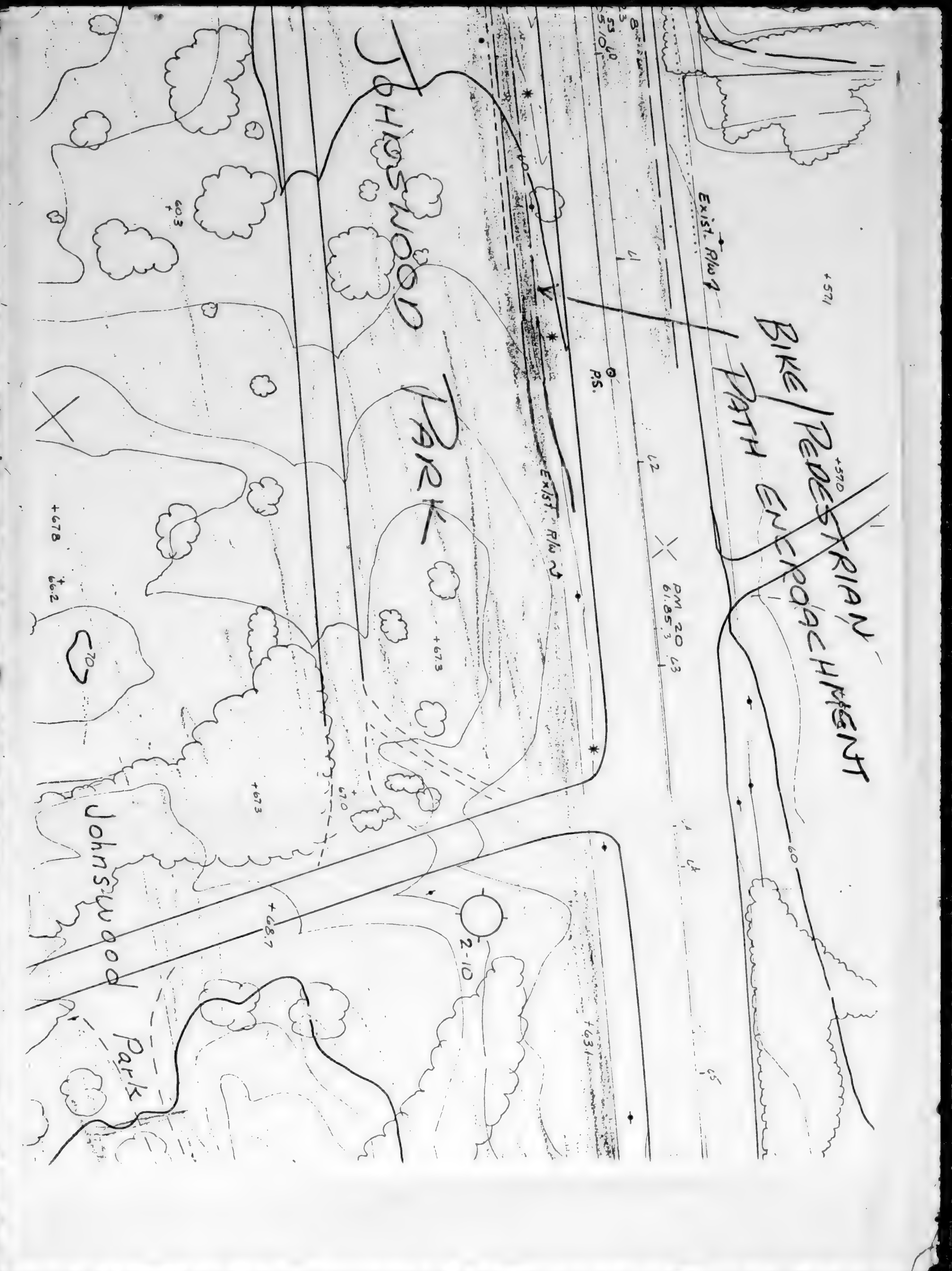
By: Jackson Davis JD

cc: Glen Pierce


COLUMBIA BLVD
CHIMNEY PARK
TERMINAL ROAD
SLOPE ENCROACHMENT ON PARK LAND
Exist R/W
Exist R/W
R.R. R/W
PM 27 50.42
A R D
Low Wall
+51.7
+51.4
+48.3
+48.2
30
31
32
33
34
35
50
50
50
40
40
40


MBIA BLVD
PM 27
50 42
31
32
33
34
35
Exist R/W
Exist R/W
+40.2
CHIMNEY PARK
TERMINAL ROAD
SLOPE ENCROACHMENT ON PARK LAND
OVERPASS
PIER PARK
R.R. R/W
Low Wall
40
40
40
50
50


BIKE/PEDESTRIAN PATH ENCROACHMENT
JOHNSWOOD PARK
Johnswood
Exist. R/w
Exist. R/w
RG 8
56.23
N 713,861.53
E 1,425,505.10
PM 20
61.85
P.S.
+46.6
46.8
+57.1
+57.0
60
+67.3
+67.3
67.0
+68.7
60.3
+67.8
66.2
70
2-


JOHNSWOOD PARK
BIKE/PEDESTRIAN PATH ENCROACHMENT
EXIST. R/W
EXIST. R/W
Johnswood Park
P.S.
DM 20
61.853
2-10
+571
+570
+678
66.2
60.3
+673
+673
67.0
+687
+631
70
60

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0944(3)

STATE PROJECT NO. WCL (Portland)-N Oswego Ave

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-67

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3/18/76

FEDERAL ROUTE NUMBER FAU Route 0944

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City Street-North Columbia Blvd (Portland)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* All phases of Preliminary Engineering necessary to obtain location/design approval at a total estimated cost of $96,000, Federal funds $75,000.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/9/76 letter you are authorized to proceed with the work as shown above.

DATE 3/18/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	3/18/76
BY (Signature)	L.W. Rulien's 3/9/76 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
67	M-0944(3)	1.0	106,000	82,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
West City Limits (Portland) -N Oswego Avenue Section Multnomah County State of Oregon	Preliminary Engineering including railroad & utility preparatory work.

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/18/76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

March 9, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0944(3)

We are submitting program data for one project, Item No. 67, Project No. M-0944(3), "W. City Limits (Portland)-N. Oswego Ave. Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officals and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $96,000 with obligation of $75,000 in Federal funds.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review approval letters were previously submitted.

Encl.

CL:md

cc: E. L. Hardt (Region 1)

TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 9, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., N. Columbia Blvd. (Portland)	**ADT**	PRESENT 5,600	FUTURE 10,000	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0944

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah			
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 0944	STATE City St.	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		City St., N. Columbia Blvd. in Portland	1.0	106,000	82,800	11,600	11,600 (Cit
5					**ROW**							
5					**CONST** (CODE)		"N. City Limits (Portland)-N. Oswego Ave. Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.0	106,000	82,800	11,600	11,600 (Citv
1	14	PROGRAM APPROVAL DATES					REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 9, 1976

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., N. Columbia Blvd. (Portland)	**ADT**	5,600	10,000	96	10	Oregon	41	W36	67

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	I. Projects Only: POST MI.	I. Projects Only: DESIG.
ineering								M-	0944	(3)		

rban System

ortland

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0944	City St.	----

PROGRAM STAGE ☐ 1 OR ☒ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		City St., N. Columbia Blvd. in Portland	1.0	106,000	82,800	11,600	11,600 (City)	Preliminary Engineering, all phases incl. P.E. by Utility & RR forces
W								(Future 4-12' lanes HT pave 14' left-turn median & 8' sidewalk/bikeway.)
NST DE)		"W. City Limits (Portland)-N. Oswego Ave. Section"						ROW - 100' min ; Access control-partial; Parking restrictions-Complete.
CL		PROJECT TOTALS	1.0	106,000	82,800	11,600	11,600 (City)	

VAL DATES

REMARKS

-Over-

W. CITY LIMITS (PORTLAND)-N. OSWEGO AVE. SECTION

PROJECT NO. M-0944(3)

Existing Facility: 4-11-foot travel lanes with 10-foot shoulders.

Adjacent Sections: Same as existing facility.

Project Data: The work under this project consists of preliminary engineering all phases including preliminary engineering by utility and Railroad forces for the future construction necessary to widen the existing facility to a 64-foot curbed roadway section to provide 4-12-foot travel lanes, 14-foot left-turn median and 8-foot sidewalk/bikeway on the south side.

Note: Portions of the preliminary engineering will be accomplished by City of Portland forces with review and contracting by State forces.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: Crossing No. 2B-005.27

Name of Railroad	Union Pacific Railroad Co.
No. of Tracks	1 mainline
No. of Trains	20 Switching per day
No. of Hi-Speed Trains	None
Present Protection	Advance warning signs, lights & drop arm gates
Proposed Protection	Possible overcrossing structure
Railroad Benefits	Unknown

FHPM 7-7-2 Requirements: Nonmajor action project classification recommended by FHWA on December 2, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated March 2, 1976 and February 19, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing
(b) Location/Design--Approval will be request
action.

Data for PR-37:

Preliminary Engineering--Field Work	$ 96,0
P.S. & E. Preparation	10,00
Total	$106,00

Note:

(1) This project is in Congressional District
(2) This project is listed as number 13 in se
the approved TIP program.

TS (PORTLAND)-N. OSWEGO AVE. SECTION

ROJECT NO. M-0944(3)

oot travel lanes with 10-foot shoulders.

s existing facility.

der this project consists of preliminary engineer- preliminary engineering by utility and Railroad onstruction necessary to widen the existing facility dway section to provide 4-12-foot travel lanes, n and 8-foot sidewalk/bikeway on the south side.

eliminary engineering will be accomplished by City review and contracting by State forces.

Water Developments, Historical and Recreational Areas:

2B-005.27

Union Pacific Railroad Co.
1 mainline
20 Switching per day
None
Advance warning signs, lights & drop arm gates
Possible overcrossing structure
Unknown

Nonmajor action project classification recommended 1975.

State Clearinghouse and District 2 Clearinghouse A-95 dated March 2, 1976 and February 19, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.
(b) Location/Design--Approval will be request under separate action.

Data for PR-37:

Preliminary Engineering--Field Work	$ 96,000
P.S. & E. Preparation	10,000
Total	$106,000

Note:

(1) This project is in Congressional District No. 3.
(2) This project is listed as number 13 in section 3 page 37 of the approved TIP program.

1531

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Portland W. City Limits-N. Oswego Ave.

DATE: March 2, 1976

The state has reviewed your project and reached the following conclusions:

March 8, 1976
G. L. Green, FHWA
~~F. B.~~ Klaboe
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
G. N. Hopkins Co-City
B. L. Gifford
D. E. Swan
E. L. Hardt
J. D. McClure (2b)

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Portland West City Limits-
North Oswego Ave.
North Columbia Blvd. (Portland)
Multnomah County

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7602 2 060

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAR 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

1-30-76

NOTED
MARIE STEPHENS

PNRS #2

9531

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 26, 1976
Portland, OR 97213

FILE: 326-1943
(100)

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Oswego Avenue-W.city limits
section, Columbia Boulevard

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I told Bill Dirker, Transportation Coordinator for the city of Portland, on the telephone today, that the improvement on Columbia Boulevard, east of Burr Avenue, should be a separate project and not included in the subject section.

The improvement requested east of Burr, includes a noise impact attenuator for the George School, a fence to control pedestrians, lighting along Columbia Boulevard, and a traffic signal. Possibly other traffic control measures such as street closures may also be involved.

I told Dirker that this project would require CRAG approval, an application, and a preliminary assessment.

Dirker said he would work towards getting this project included in the CRAG TIP so that eventual approval may be gained.

ebg

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
G. A. Potter
E. L. Hardt
C. T. Christianson

RECEIVED
STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info Inves R/D D.R. Sign Att [illegible]

RECEIVED
MAR 1 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

February 6, 1976

ME EE PR1 PR2 DE
O.S.H.D. = METRO
FEB 6 1976
OE FILE [illegible]

Mr. Max Klotz
Assistant Regional Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Re N Columbia Blvd. - N Oswego to City Limits Section

Dear Mr. Klotz:

The City's position on the subject project resulting from information gained in establishing the N Burr to N Oswego Avenue section of Columbia Blvd. is that the N Oswego to City Limits project should be expanded to include studies for and solutions to the noise problem suffered by the George Grade School, the pedestrian safety problem for children attempting to cross Columbia Blvd., the traffic safety problem for vehicles entering Columbia Blvd. from connecting streets between approximately N Macrum Avenue and N Burr Avenue, and the illumination of the area between N Macrum and N Burr.

Preliminary research on the safety of the existing railroad grade crossing of Terminal Road and Columbia Blvd. has indicated that a grade separation should be considered as the primary solution to the dangers involved in this crossing. Statistics gained on the accident rate over the past 13 years indicated 29 accidents have occurred between December 1959 and October 3, 1972, indicating an accident rate of 1.92 per year. In October of 1972 this crossing was favored by the installation of a railroad signal system. The accidents occurring between 1972 and the present date have been 4 in three years for an accident rate of 1.33 per year.

The present train traffic on this crossing is 20 movements per day. The Union Pacific Railroad Co. projects a 50% increase in the next 15 years, for a projected total of 30 crossings per day. The present traffic count to date, as per statistics furnished by OSHD Planning and Survey Section, is 5000+ vehicles per day, with a 1990 projection of 12,000+ vehicles per day. The Public Utility Commission tables of predictable accidents for railroad crossings indicate that this crossing will have an accident occurrence of 3.86 accidents in the next 5 years. For 1990 traffic projections, the tables indicate an accident rate of 7.8 accidents in 5 years.

In order that these high accident rates can be reduced, it is the feeling of the City that primary consideration for a grade separation should be made in the design of this project.

The City is researching various methods of possible sound abatement on the George School problem. Any information obtained will be forwarded to your office as soon as available.

Very truly yours,

W. J. Oberding

W. J. OBERDING, P.E.
Project Manager

WJO:ms

cc: John M. Lang, Chief
Bureau of Street & Structural Engr.

CC: Kaiser
Brosnan

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
FEB 4 '76
REFER TO

January 30, 1976

TO

Executive Department
Federal Aid Coordination Unit

Columbia Region Association
of Governments
527 S.W. Hall Street
University Center Building
Portland, Oregon 97201

FROM

George N Hopkins
George N. Hopkins
Project Development Engineer

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
District 2
Portland West City Limits-North Oswego Ave.
North Columbia Blvd. (Portland)
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction os necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 1, 1976.

Attachments

BLG:re

cc: G. L. Green, FHWA	G. N. Hopkins, County-City
✓F. B. Klaboe	B. L. Gifford
Victor D. Wolfe	D. E. Swan
J. B. Boyd	E. L. Hardt
J. H. Versteeg	J. D. McClure (2b)

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 APPLICANT: State Highway Division — DIVISION: Department of Transportation

03 APPLICANT ADDRESS, STREET: State Highway Building — CITY: Salem — ZIP: 97310

04 CONTACT PERSON: R. W. Rulien — AREA CODE: 503 — PHONE: 378 — EXTENSION: 6563

01 PROJECT TITLE: Portland West City Limits-North Oswego Ave. District 2

11 PROJECT LOCATION—CITY: North Columbia Blvd. Portland — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION: SEC -- 1N R: 1E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY– SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to

06 identify a possible improvement project to be considered for future construction.

07 The survey begins at the West City limits of Portland thence along North Columbia

08 Blvd. to North Oswego Ave. for a distance of 0.5 miles.

09

10

12

AMOUNT REQUESTED—FEDERAL FUNDS: (A) Grant	(B) Other	NON FEDERAL MATCHING FUNDS: (C) State	(D) Local	OTHER (E) FUNDS	TOTAL FUNDS
78,000	---	11,000	11,000	---	100,000

13 TYPE OF OTHER FEDERAL FUNDS (See 12B — TYPE OF OTHER NON-FEDERAL FUNDS See 12E

14 FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 FEDERAL AGENCY NAME: U.S. Department of Transportation — FEDERAL SUB-AGENCY NAME: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	13	☐ 14	☐ 15	☐ 16		18	19	20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	
☒ 21	☐ 22	23	24	25	26	27	28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No 30 Date: January 30, 1976

(D) REVIEW REQUIRED by A		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No
☒ 31	32	33	☒ 34	35	☒ 36

(G) ESTIMATED APPLICATION FILING DATE: MONTH: March DAY: 1, YEAR: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V Has funding agency been notified? No ☐ Yes ☒ Date: January 30, 1976

VI If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII IS PROGRAM BUDGETED ☐ NON-BUDGETED

STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

FUNDING METHOD		FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

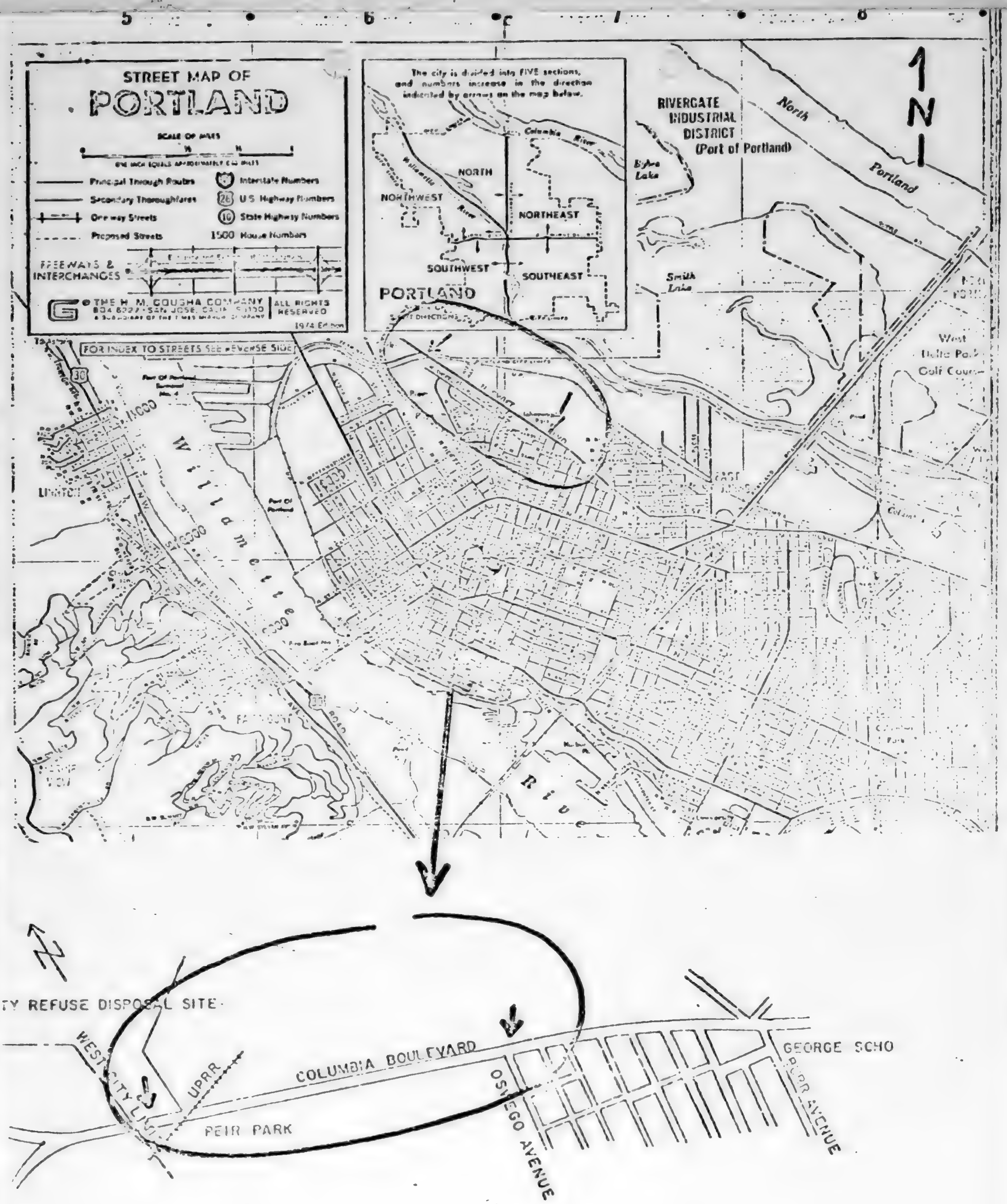
Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(I) This is a category 3 project of non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division in cooperation with Local Government intended to develop the preliminary engineering phase only through location and/or design.

This project was adopted by resolution No. 31843 March 9, 1975 Portland City Council and is proposed for survey as an Urban System Project.


5
6
7
8
STREET MAP OF
PORTLAND
SCALE OF MILES
Principal Through Routes
Secondary Thoroughfares
One-way Streets
Proposed Streets
Interstate Numbers
U.S. Highway Numbers
State Highway Numbers
1500 House Numbers
FREEWAYS & INTERCHANGES
© THE H. M. GOUSHA COMPANY
ALL RIGHTS RESERVED
1974 Edition
The city is divided into FIVE sections, and numbers increase in the direction indicated by arrows on the map below.
Columbia River
Willamette River
NORTH
NORTHWEST
NORTHEAST
SOUTHWEST
SOUTHEAST
PORTLAND
1N
RIVERGATE INDUSTRIAL DISTRICT (Port of Portland)
North Portland
Bybee Lake
Smith Lake
West Delta Park Golf Course
FOR INDEX TO STREETS SEE REVERSE SIDE
Port Of Portland Terminal No. 4
Port Of Portland
Willamette
LINNTON
FOREST VIEW
River
TY REFUSE DISPOSAL SITE
WEST CITY LIMIT
UPRR
COLUMBIA BOULEVARD
PEIR PARK
OSWEGO AVENUE
GEORGE SCHO
BURR AVENUE

1571

FORM 81-7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
December 15, 1975

FILE: 326-1943
75-19

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: N. Burr - N. Oswego Section
N. Oswego - W. City Limits Section
Columbia Blvd.

TO: MEMO TO THE FILE

On December 9, 1975 Cliff Christianson, Wayne Oberding, Frank Bresnan and I met to discuss subject projects.

The N. Burr - N. Oswego section goes to public hearing on December 17 and is scheduled for the April 29 bid opening. Oberding stated that that was the last bid opening the city could meet for this year's budget. He was concerned that any delays in that letting may cause budgeting problems for the city.

Christianson said that improvement work on approximately one block of North Bank Street may be eligible for federal funding because of the severing of North Burr Street, forcing traffic to divert over North Bank Street.

Oberding handed out a letter he had received from Bill Dirker, Transportation Coordinator, City of Portland, in which Dirker states his concern for the noise impact on the George School because of the Columbia Boulevard traffic. Dirker asked that a study of the noise be included in the Burr - Oswego section. Oberding fears, and I believe rightly so, that including the study in Burr - Oswego project, if indeed we were able to, would delay the project beyond the April bid letting.

Oberding asked if there were any problems with considering the noise study as part of the N. Oswego - W. City Limits section preliminary engineering work. Christianson said he had no problem with this, but the study should be done in accordance with FHWA PPM 19-2.

I feel that it would be better to include the study in the second Columbia Boulevard project so there will be no delays in letting the contract on the first project.

Oberding will send me a letter requesting the study be included in the N. Oswego - W. City Limits preliminary engineering.

mb
Attachment
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
G. A. Potter
C. T. Christianson
Wayne Oberding
Frank Bresnan

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFER TO
FOR

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

MEMORANDUM

December 3, 1975

REFER TO
DEC 17 '75

TO: WAYNE OBERDING, BUREAU OF STREETS AND STRUCTURES

FROM: BILL DIRKER, TRANSPORTATION COORDINATOR

SUBJECT: NORTH COLUMBIA BLVD. PROJECT

At a recent conference in Salem I had an opportunity to informally discuss several aspects of the Columbia Blvd. project with Federal Highway Administration personnel. This covered several specific items that we had discussed among ourselves from time to time. The following is a summary of these discussions and of a phone conversation with Cliff Christenson, the FHWA individual in the Oregon District responsible for Portland projects. I understand he also is going to call you with essentially the same information.

The general thrust of this effort is to construct a highway project that provides benefits not only to the highway user but also to the general community or at least minimizes the adverse impacts of the highway project on the community. It would seem that the city's responsibility to extend benefits of the project to the general community as far as possible within the bounds of reasonableness and of the law.

It does not appear that the project title, North Columbia Blvd., between Burr and Oswego, imposes precise physical limits on improvements that can be included on the project. In fact the present proposed designs extend improvements several hundred feet west of North Oswego Street.

The protection of the George School from noise impact is reasonable to include in the project. The memorandum dated November 5 from Paul Herman, acoustical project manager, described this problem and some possible solutions. Noise abatement measures could be included in the project design with a proper justification. Care should be taken that the technical noise analysis was done in accordance with FHWA PPM 90-2. To avoid the critcism that the problem was created by improper location, we should include in our justification a description of substantial changed conditions that have occurred since the school was located there. Specifically this is the extensive industrialization that has occurred at Rivergate and the Terminal 4 and other adjacent areas. Also the recognization of adverse noise impacts and the development of noise standards has occurred since the school was located there. We should also demonstrate that the noise abatement benefits outweigh the economic and environmental costs.

We can also apply to safety improvements in this area. We will probably require fencing along the sidewalk on one or both sides of Columbia. This hazardous condition can be so vividly demonstrated that there should be no difficulty in qualifying it for inclusion in this project. Also a traffic signal can probably be justified, possibly at the intersectionof N. Macrum and Columbia. This can probably be justified as safer crossing or entry into Columbia Blvd. will be facilitated not only at this intersection but all along this long stretch by virtue of the platooning effect on traffic flow of this signal.

The improvement of Buchanan and Bank Streets to handle additional traffic between the frontage road and North Burr may possibly also qualify but this is not nearly so clear. Nevertheless, it seems we should try to do this to the extent that it is directly related to the project.

It is probably desirable to illustrate the items discussed above as possible design features to be included in the project and present them to the public hearing for the purpose of getting views and testimony.

BD:ce

cc: John Lang, Bur. of Streets and Structures
Paul Herman, Bur. of Neighborhood Environment
Don Bergstrom, Bur. of Traffic Engineering
Cliff Christenson, FHWA, P.O. Box 300, Salem

9534

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project M-0944(-)
N Oswego-W City Limits Section
Columbia Blvd.
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The Environmental Assessment submitted with Mr. Rulien's November 14 letter has been reviewed. We do not concur in the recommended classification or proposed environmental document.

Since right-of-way needs are projected to be small and no relocation of people or business is projected it appears that the only justification for "MAJOR" classification is the possible 4(f) situation.

It is recommended that project development and PE proceed on the basis of a nonmajor action. If encroachment on the park becomes clearly unavoidable it would be appropriate to switch at that time to a Negative/4(f) statement.

As a matter of clarification the assessment should describe the existing facility (number of lanes, width, etc.). Also the description of existing setting (page 3) is somewhat misleading in placing the project "immediately south" of Columbia Slough. The distance between them is 1,000 to 1,500 feet. The significance of an 8-foot berm on the north side of the project (page 2A) is not apparent. Nothing exists there to be screened and more effective use of the right of way would seem appropriate. Perhaps this type of detail is not necessary in the assessment.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Metro - Kaiser)

RECEIVED
STATE HWY ENGR
DEC 4 '75
REFER TO
Rulien
FOR

cy [illegible]

RECEIVED
DEC 4 1975
Office of
Assistant State Highway Engineer

September 23, 1975

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
City Auditor

ISC. CONTRACTS and
AGREEMENTS No 5 - -

Gentlemen:

Attached for your records are two fully executed copies of an agreement relating to preliminary engineering for the improvement of N. Columbia Boulevard from the West City Limits to N. Oswego Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

AGENDA
~~APR~~ May 3 0 1975
[illegible]

SUBJECT Federal Aid Urban System
Project Requests

Six requests for approval of Urban System projects will be presented for your consideration at the May 30 meeting.

The City of Corvallis is requesting a $265,000 project to four-lane a 0.4 mile segment of Seavy Avenue.

Two short street improvements totalling $110,000 are being requested by the City of Forest Grove.

The City of Portland is requesting two projects on North Columbia Boulevard. One is a $200,000 preliminary engineering project covering a 1.5-mile section. The other project is a $900,000 request to improve a 0.5-mile section of North Columbia Boulevard.

The sixth project request is for the development of exclusive high-occupancy vehicle lanes on the Banfield Freeway. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved the transfer.

Federal Urban System funds for these projects are estimated at $2,051,500, with the State providing approximately $416,250 in match funds and approximately $162,250 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Highway program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

Atts.

bc: C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ed Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
H. S. Coulter
D. N. Harwell
R. N. Bothman
C. O. Fredrickson
Jack Graham

RU:scr srb

NOTED
C. W. HEAD

CITY OF PORTLAND
Proposed Urban System Project

West City Limits-N. Burr Avenue Section
N. Columbia Boulevard, FAU 0944
Preliminary Engineering Project
1.5 mile; $200,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. This includes field surveys, public hearings, and final design elements.

The future construction project involves widening N. Columbia Boulevard to a four-lane curbed street section with a left turn median.

Perform all necessary engineering.

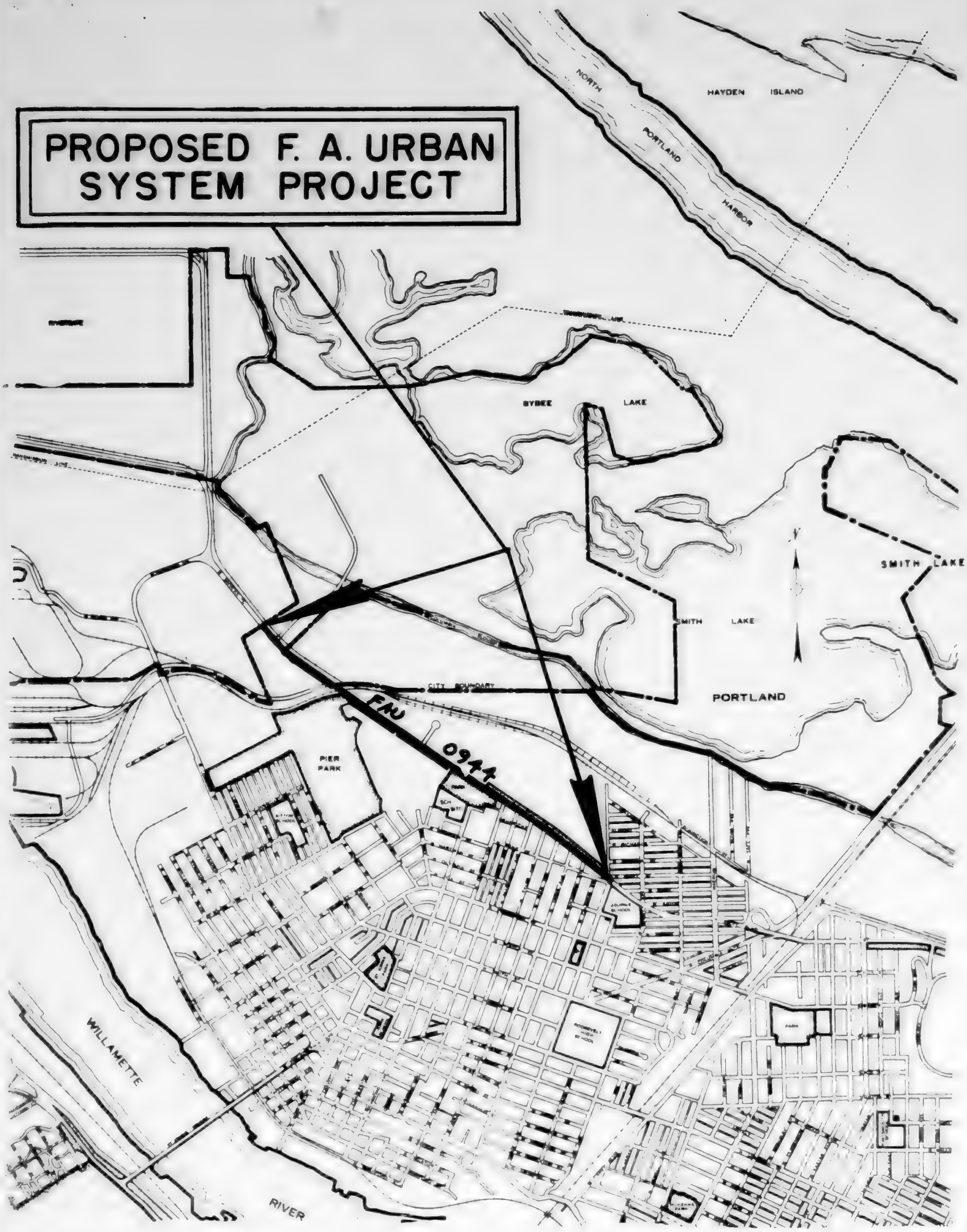
Acquire any necessary right-of-way.

Provide two 8-foot sidewalk/bikeways.

Public hearing required.

75-f
4/16/75

PROPOSED F. A. URBAN SYSTEM PROJECT


NORTH PORTLAND HARBOR
HAYDEN ISLAND
BYBEE LAKE
SMITH LAKE
SMITH LAKE
CITY BOUNDARY
PORTLAND
PIER PARK
FAU 0944
WILLAMETTE
RIVER

Form E-55 (Rev. 9-71)

mult.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section West City LImits - N. Oswego Ave.

Highway FAU 0944 Columbia Blvd.

County Multnomah

Date May 12, 1975

Authorization No. 1

Survey Prefix 326-1965 (Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at the West City Limits of the City to N. Oswego Ave. The overall length of the project is 1.0 mile.

Purpose of survey: To prepare plans and specifications to improve this section to a four lane section with left turn refuge. Provide curbs, sidewalks and adequate drainage facilities.

Purpose of survey:

Estimate of cost:

Fielc	901	$ 90,000.00
Citizen Input	902	1,000
Plans	905	5,000
R/W	909	500
Soils	910	1,000
Traffic	911	1,000
Liaison	913	500
Utility	914	1,000
Loc.	918	500
Office Engr.	920	500
Specifications	921	1,000
Environmental	923	2,000
Hearings	980	2,000

M-0944(3)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 106,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D Wolfe

Location Engineer

Approved:

E S Hunter

Assistant State Highway Engineer

SP*23604-734

3-18-76

FAUS

1539

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

ARRY RICE, EXECUTIVE DIRECTOR

EGULAR MEMBERS

LACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

ULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

ASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

SSOCIATE MEMBERS

LARK COUNTY
Camas
Vancouver

olumbia City
appoose
Helens
he Port of Portland
ri-Met
he State of Oregon

May 1, 1975

5-9

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, OR 97204

Dear Mayor Goldschmidt:

Enclosed is a copy of the CRAG Board Resolution BD 750401 for two Columbia Blvd. projects. The Board approved this resolution on April 24, 1975.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure
cc: George Baldwin✓
Robert Bothman

NOTED
L. E. JOHNSON

NOTED
E. S. HUNTER

cc Baldwin
5-7-75

RECEIVED
STATE HWY ENGR
MAY 2 '75
REFER TO
FOR
Info | Inves | R&D | D.R. | Staff | Act | File

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

CRAG RESOLUTION
BD 750401

FOR THE PURPOSE OF APPROVING CITY OF PORTLAND URBANS SYSTEM PROJECTS

WHEREAS, CRAG, as the recognized Transportation Planning agency must approve projects as a prerequisite for the receipt of certain Federal Funds; and

WHEREAS; the projects listed below are classified as segments of the Federal Aid Urban System, and are eligible for Federal Aid Urban System funding and are a part of the existing or proposed Transportation plan for the Region; and

WHEREAS, the City of Portland has requested CRAG approve the allocation of monies for two projects; now therefore be it

RESOLVED, that CRAG hereby approves as eligible priority projects from the unallocated balance of the Federal Aid Urban Fund, and more specifically, from that portion accruing to the City of Portland by virtue of its "fair and equitable share" two projects, namely:

1. Columbia Blvd. pre-engineering - Burr St. to west city limits, approximately $156,000 Federal aid.
2. Columbia Bldv. construction - Burr St. to Oswego St. approximately $702,000 Federal aid.

ADOPTED By the Board of Directors this 24th day of April , 1975.

By Larry R

Larry Rice, Executive Director

RECEIVED

4/17/75

75-4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 11, 1975

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: CITY OF PORTLAND FAU PROJECTS (1975) West City LImits to North Burr Avenue Section - North Columbia Blvd. FAUS 0944

In the City of Portland's FAU Program covered by my letter of April 4th, is included the subject project on Columbia Blvd.

The City of Portland has requested the CRAG Board to expedite and add this project to the eleven projects previously approved for immediate funding.

This effort will be accomplished April 24th, (that being approval of the project by the CRAG Board for funding under the FAU Program). The City approval has been accomplished by City Resolution No. 31843.

Submitted for your action is Federal Urban System Project Request and Project Environmental Assessment for the project with the request to initiate preliminary engineering on the project.

The Transportation Committee approved both PE for the entire section and construction funds for the easterly Oswego - Burr Section.. I suggested this approach, that is to do PE on the entire needed section, and construction as funds dictate.

Initial contact with the various agencies and neighborhoods involved has been accomplished by the City and approval for the project is favorable.

Please initiate whatever actions can be started at this point subject to notification of final approval of funding by the CRAG Board of Directors.

pq

Attachments

cc George Baldwin
Fred Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
Gary Potter

CEIVED
TE HWY ENGR
APR 15 '75
REFER TO
FOR
Info Inves R.D. D.R. Sign Act

1982 Will. R. (Center St.) Br. 9541
Sec. on the Willamina-Salem
Hwy. in Salem. #5

C4A 6761 10/1/82 , 5-11-83

February 12, 1991

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97035

CON 5 -
9541

A second post-final payment for $40,381.00 will be made to Ross Bros. Construction Inc. on Contract No. 9541 for work on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties as soon as the warrant is prepared.

The total amount paid on this contract is $13,535,248.17 including the post-final payment and work performed under force account.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: Ross Bros. Construction Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
Hwy. Acctg. Attn: Bobbie Pickerell
Ken Husby

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6986

December 6, 1990

Kenneth B. Woodrich
Attorney at Law
2161 Northeast Broadway
Portland, OR 97232

Re: Ross Bros. Construction, Inc. – Center Street Bridge
Project, Contract No. 9541
DOJ File No. 734-150-0091

Dear Mr. Woodrich:

Your November 28th letter has been forwarded to my office for review and reply. Ms. Neavoll's letter, dated October 2, is absolutely correct and on point; the state has no contract with A-1 Sandblasting, but only with Ross Bros. Likewise, A-1 Sandblasting has an agreement with Ross Bros., but not with the state; therefore, its remedies must be pursued with Ross Bros.

I have information that Ross Bros. is pursuing a contract claim with the state on a couple of issues with this project. I also understand that part of this claim may relate to A-1's claimed additional costs. Ross Bros. is proceeding by following the claims process outlined in the Highway Division's Standard Specifications. I suggest that your efforts go into assisting Ross Bros. present their claim. Nothing further can be accomplished by continued direct correspondence with the state on this matter.

Sincerely,

Dale K. Hormann
Assistant Attorney General
Finance and Government Section

DKH:bjs/3706G
c: Fran Neavoll, Commission Services, DOT ✓
Ken Stoneman, Region 2 , Highway Division

1990

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

March 4, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

Attn: Scott Benge, Manager

Re: Willamette River Bridge (Center St.), OSHD #9541

Dear Sir:

In answer to the letter you received from the State Highway Division dated February 8, 1986 and your letter of February 14, 1986 the following information is provided.

Item #1 Mobilization - Demobilization - Here is a breakdown of what it cost 1985.

Loading & Unloading Equipment at our Shop - 3 Men 16 hrs. ea. @ $12.22
Setup & Breakdown Equipment on jobsite - 2 Men 16 hrs. ea. @ $15.37
1 Man 16 hrs. @ $15.87
1 Man 16 hrs. @ $16.37

Total Wages	1,594.24
FICA 7.05%	112.39
Unemployment .054	86.09
SAIF Ins. 29.33/100	467.59
Liability Ins. 4.2611/100	67.93
Trust - 112 hrs. @ $2.66	297.92
Subsistence - 4 Men 2 days @$32.00 day	256.00
Subtotal	2,882.16
Bookkeeping 5%	144.11
Total Cost	$3,026.27

By being pulled off in 1985 this cost of $3,026.27 is and added cost to us as we have to redo what we had already done,in 1986.

Item #2 Labor Increase - We figure it would have cost us approximately $30,000.00 of payroll to have completed this work in 1985. We anticapte a 10% labor increase March 31, 1986, therfore making an added cost of $3,000.00 in 1986.

Item #3 Liability Insurance, Workman's Compensation Insurance, & FICA Increases
The following cost comparison is based on the estimated cost of $30,000.00 payroll to have completed this work in 1985. For liability insurance purposes the contract portion of $51,600.00 is used for a sales figure.

Item #3 Liability Insurance, Workman's Compensation Insurance, & FICA Increases cont.

	1985		1986	
	RATE	COST	RATE	COST
SAIF Ins. (per $100.00 payroll)	29.33	8,799.00	33.03	9,909.00
FICA Taxes	7.05%	2,115.00	7.15%	2,145.00
Liability Ins. (per $100.00 payroll)	4.2611	1,278.33	7.2379	2,171.37
Liability Ins. (per $100.00 sales)	.1744	89.99	.9394	484.73
		12,282.32		14,710.10

This comparison shows and additional cost to us of $2,427.78.

Item #4 Equipment Rentals - Equipment rental is cheaper than removing and rerigging. We have $6,000.00 worth of cable which has been tied up for a year that there is no charge. This is due to the fact that we didn't have any work for it during this period. However there is six painters planks which have been tied up for twelve months for which we have had to pay $660.00 per month rentals on. We did use these planks for two months while installing safety cables and will deduct four months for bad weather. This would leave us with additional cost for the rentals for six months which at $660.00 per month totals to be $3,960.00.

Item #5 Intrest - Intrest on $9,000.00 of paint tied up for one year at an intrest rate of 8% is an additional cost of $720.00.

The total sum of items 1,2,3,4, &5 adds up to $13,134.05 of additional costs. This figure being more than what we ask for. We think that we were reasonable asking for the $10,000.00.

We want to make one point clear we do not want to be responsible for lane closures. This responsibility will be left up to the General Contractor and the Owner. We don't Know what the requirements are for lane closures. We just want to bring out the fact taht it could be an expensive item.

We bid this job to perform this work before it was opened to traffic. We would hope this year to get one lane closed to traffic. We estimate approximately thirty-eight (38) working days to complete this work. Now if the problem arrises where that this bridge would be opened and closed by the day then there would be quite a bit of additional expense to us. We estimate that it would take four men a half of an hour in the morning to set up and a half of an hour to pull off at night, with the general contractor furnishing lane closure. The following is a brekdown of additional cost to us if we have to open and close daily.

Wages (4 Men 1 hr. ea. @ $15.37)	61.48	
FICA 7.15%	4.40	
Unemployment .054	3.32	
SAIF Ins. $33.03/100	20.31	
Liability Ins. 7.2379/100	4.45	
Trust 4 hrs. @ $2.66	10.64	
	104.60	
Bookkeeping 5%	5.23	
Cost per Day	109.83	
	x 38	(days estimated)
Total	$4,173.54	

We hope this information meets your request.

Sincerely,

Harlin Cornett

Harlin Cornett, President

HC/bb

October 2, 1990

CON 5 - 9541

R. P. Joe Smith
Attorney at Law
2161 NE Broadway
Portland, OR 97232

This is in response to your letter of September 21, 1990, concerning Contract No. 9541 with Ross Bros. Construction Inc., for work on the Willamette River (Center Street) Bridge.

Our contract is with Ross Bros. Construction and it is the policy of the State to look to the prime contractor for payment of all bills incurred on the project. The contractor also provided the attached performance bond, which is a part of the contract, stating the contractor shall pay all his subcontractors for labor and material. This bond was provided by the Safeco Insurance Co. of America. You may wish to contact this surety company at 4101 SW Kruse Way, Lake Oswego, OR 97035.

Fran Neavoll
COMMISSION SERVICES

FKN:br
Attachment

bc Steve Littrell
Dale Hormann

Bond No. 4384915

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we
Ross Bros. Construction, Inc., an Oregon corporation, by and through its corporate officials doing business at 3501 Brooklake Road N., Salem, Oregon 97303
as principal, and

Safeco Insurance Company of America

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of Twelve Million Seven Hundred Seventeen Thousand Thirty-One Dollars and Twenty-Five Cents ($12,717,031.25) Alternate "C"

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department: and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 14th day of September, 1982.

Ross Bros. Construction, Inc.
Principal

By Stan M. Ross, Vice Pres

By R K Ross, Pres
Paula A. Ross, Sec

Principal

By

By

Safeco Insurance Company of America
Surety

By Gail A. Custer
Attorney in Fact Gail A. Custer

By Robert W. Lagler
Agent Robert W. Lagler

R. W. LAGLER
KL & K ASSOCIATES INC.
500 N.E. MULTNOMAH ST.
SUITE 1262
PORTLAND, OREGON 97232

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Diane E. Koenig

Aloha L. Schade *R.P. Joe Smith* *Kenneth B. Woodrich**

Lawyers

2161 Northeast Broadway
Portland, Oregon 97232
Telephone: (503) 287-6577
FAX (503) 287-9002

*Admitted in Oregon and Washington

September 21, 1990

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Mr. Gordon R. Hanna
Churchill, Leonard, Brown & Donaldson
P.O. Box 804
Salem, (OR 97308-0804

RE: A-1 Sandblasting / Ross Bros. Construction
Willamette River Center Street Bridge
OSHD #9541

Dear Ms. Neavoll and Mr. Hanna:

We have recently received the file in the above-referenced matter and we've been asked to seek some resolution of this problem.

In reviewing the file, it appears neither of you is willing to take the initiative in reimbursing my client for their added expense on this contract. Ross Construction has turned to the transportation department for reimbursement and the transportation department has responded that my client should seek recovery from Ross Construction's contractor's bond. Of course, the latter remedy requires my client to have filed a notice of claim not later than 120 days after the job was completed so that is quite impossible.
That leaves my client no option but to allow the courts to consider the problem and determine who is legally responsible. Thus, this letter shall constitute a demand to Ross Brothers Construction, Inc. and to the Oregon State Department of Transportation, jointly and severally, to pay the sum of $14,173.54 on or before October 10, 1990 or we will file a Complaint against you both.

I look forward to hearing from you.

Sincerely,

R.P. Joe Smith

R.P. Joe Smith
Attorney at law

RPS:am

cc: A-1 Sandblasting

RECEIVED
SEP 24 1990
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] letter if

cc Constr - Dale Hormann
Dale what shall be our response to this letter? Fran

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

September 27, 1990

In Reply Refer to
File No.:

Steve Ross
Ross Bros. Construction Co.
3501 Brooklake Rd. N.
Salem, OR 97310

RE: **PROJECT CLAIMS - REGION REVIEW**
WILLAMETTE RIVER (CENTER STREET) BRIDGE
POLK & MARION COUNTIES
CONTRACT #9541

RECEIVED
OCT 1 1990

CAE
OSE
CSS
PC
CCC ŧ
CA FOR
CP BS
FE SCC
TR SQC
OC PGC
ASR SSE
OAS

Claim file

Dear Steve:

I have completed by review of your two claims outstanding on the subject project. My determinations are summarized as follows:

A-1 Sandblasting Claim

This claim contends the State prevented your subcontractor, A-1 Sandblasting, from performing their bridge painting work in 1985 due to a design change on the safety cable. The amount being claimed is $14,173.54.

My investigation into this matter shows the State did indeed make a design change in the safety cable. The new design was given to Ross Bros. Construction in early Spring of 1985, requesting a proposed price to do the work. The Price Agreement for this change was approved on August 9, 1985 after negotiations on a price.

However, the design change of the cable does not appear to be the real reason painting was not performed in 1985. Our records show A-1 would not start the work because of the poor condition of the steel. Considerable clean-up preparation was required to remove concrete splatter, oil, grease and rust spots. It was A-1's position that their subcontract required this work to be performed by others prior to their painting work. It is very evident Ross Bros. and A-1 could not agree on responsibility or price to do the clean-up until late August 1985. By this time, the painting season was nearing an end and an agreement was reached between A-1 and Ross Bros. to paint the steel the following summer (1986).

10-1-90
cc: Fran Neavoll - F.Y.I. ŧ

These facts taken into consideration, I find the State can not be held responsible for A-1 Sandblasting's claim for extra costs due to the postponement from 1985 to 1986.

Peter Kiewit Sons' Company Riprap Excavation Claim

This claim contends the State should be responsible for excavation beyond the 1:1 slope shown on the project plans as "pay limits for riprap excavation." You feel the basis for this claim is the reference of riprap excavation being classified in Section 203 of the Standard Specifications, more specifically Section 203.46 Slide Removal and Repair.

My research into this item shows the pay limit for riprap excavation clearly shows on project plan sheet No. 37071 to be the 1:1 slope line from the base of the excavation hole. Also, Section 203.46 is, in my mind, clearly addressing roadbed construction, not underwater structure-related excavation. It is not unusual to have river gravel excavation have a natural angle of repose flatter than a 1:1 slope. Again, the drawing clearly showed the limits the State would pay for this work. If the subcontractor thought more excavation would be required beyond the 1:1 slope, he should have reflected this additional cost in unit price.

Based on my research and interpretations of the project plans and specifications, I find the State can not pay for the additional quantities requested in your claim.

If you do not agree with my findings I have made on these two claims remaining on this project and would like to appeal my finding to the next step, be sure to contact Lee Franklin, Project Manager, to get a review scheduled with the Operations Engineer.

Sincerely,

Kenneth L Stoneman

Kenneth L. Stoneman
Region 2 Construction Engineer

KLS:bh

cc: Lee Franklin
Ken Karnosh
Steve Littrell

0927b3

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
APR 25 '90

ASSIGNED TO
FOR
INFO | INV | ROUGH DRAFT | DIREC REPLY | SIGN | ACT | FILE

Cy 4-30

REGION NO. 10	REPORT NO. 4	COUNTY Marion - Polk	DIVISION Oregon
DATE OF REPORT 4/20/90	REPORT MADE BY David B. Carter, Area Engineer DBC		PROJECT NO. BRE-47(16)
COMPLETION DATE (Actual) 3/17/88	ACCEPTANCE DATE BY CONTRACT AGENCY September 6, 1989	TIME ELAPSED %	CONTRACT TIME S.C.D. 6-30-86

LOCATION

Center Street bridge across the Willamette River; Salem, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CENTER STREET BRIDGE SECTION
WILLAMINA - SALEM HIGHWAY
Grading, Paving, Structure, Signing, Signals & Illumination

This project provided for the replacement of the Center Street Bridge and associated approach work (Contract No. 9541).

Two other projects have also been constructed under the above Federal-aid number. They are the bicycle ramp construction (Contract No. 10371) and a landscaping contract (Contract No. 10271). Final acceptance reports have already been completed for these two projects.

The final cost of the original bid items was $12,651,415.34 or a 0.5 percent underrun of the contract bid amount of $12,717,031.25. The final cost of the project including all contract changes and engineering was $15,110,371.93.

The contract provided for a specified completion date of June 30, 1986. The contractor requested a time extension as the result of additional and extra work and delays caused by design changes. On September 5, 1986, the contractor was granted additional time such that the revised time of completion was August 1, 1986. As a result of this extension, there remained 13 calendar days of liquidated damages. The contractor subsequently submitted a second request for additional time. The Highway Division, by their letter of April 5, 1988, granted 13 additional days based on a May 1986 work stoppage directed by the Engineer and design problems which materially delayed the waterline installation. This second change eliminated all liquidated damages for the project. The completion date of March 17, 1988 has been reported by the Highway Division. The date includes work necessary to complete the project after the time that the project was considered substantially complete and the contract time count had been stopped.

All participating work has been completed. A final inspection of the completed work was made by FHWA on April 18, 1988.

- DBC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 4/23/90	TITLE District Engineer	DATE 4/24/90

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

March 16, 1990

CON 5 - 9541

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97035

A post-final payment for $13,286.53 has been made to Ross Bros. Construction Inc. on Contract No. 9541 for work on the Willamette River (Center St.) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

The total amount paid on this contract was $13,494,867.17 including the post-final payment.

Fran Neavoll
COMMISSION SERVICES

FKN:kp

cc: Ross Bros. Construction Inc.
3501 Brooklake Rd., N
Salem, OR 97303

K L & K Associates, Inc.
500 NE Multnomah St., Suite 1262
Portland, OR 97232

bc: Ken Husby
Tom Lulay
Bob Pool

October 13, 1989

CON 5 - 9541

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97035

On September 13, 1989, we wrote to you concerning release of final payment on Contract No. 9541 awarded to Ross Bros. Construction Inc. for work on the Willamette River (Center St.) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

The total contract amount is $13,481,580.64 including $316,936.32 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: Ross Bros. Construction Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
Bob Pool

April 14, 1989

CON 5 - 9541

Charles R. Mowry, P.C.
Attorney at Law
6825 S. W. Macadam Avenue
Portland, OR 97219

This is in response to your letter of March 31, 1989, in which you state that Ross Brothers Construction Company owes A-1 Sandblasting $14,[illegible].54. Your letter also mentioned about the State withholding funds.

The Department of Transportation has a policy not to withhold funds from a contractor. Under Oregon law, claimants can file claims against the prime contractor. Attached is a copy of the law for your information. The claim should be addressed to the Secretary of State, 143 Capitol Building, Salem, OR 97310 and to the prime contractor. We would like a copy of the claim sent to us at 121 Transportation Building, Salem, OR 97310.

Assignments of funds can be approved with the consent of the contractor and their bonding company.

If you have any questions, you may contact me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

FKN:cv
Attachment

CHARLES R. MOWRY, P. C.
ATTORNEY AT LAW
6825 S. W. MACADAM AVENUE
PORTLAND, OREGON 97219

TELEPHONE
(503) 246-6615

March 31, 1989

Ross Brothers Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Re: Willamette River Center Street Bridge
OSHD# 9541

Gentlemen:

Please be advised that I previously wrote you in regard to this outstanding account in the amount of $14,173.54. It appears that the account is long overdue and it is the position of Harlan Cornett at A-1 Sandblasting to not continue to await some further happening before collecting this money.

A copy of the letter is being mailed to the Oregon Department of Transportation, and I trust that they will withhold these funds. I am also advising that unless there is something unbeknownst to me, I know of no reason why this obligation isn't due and owing without regard to your difficulties with the Oregon Department of Transportation.

In the event that this matter is not taken care of within twenty (20) days of the date of this letter, it is our intention to bring suit for the recovery of the same.

Very truly yours,

Charles R. Mowry

CRM:lb
enc.
cc: Oregon Department of Transportation
A-1 Sandblasting

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9541

WEE[illegible] REPORT FOR CONSTRUCTION PR[illegible]CTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT NAME (SECTION) Willamette River (Center Street) Bridge		WEEK ENDING January 28, 1989
		CONTRACT NO 9541
HIGHWAY [illegible] - Salem	COUNTY Polk & Marion	F.A. PROJECT NO BRF-4716([illegible]
CONTRACTOR [illegible] Brothers Construction	KIND OF WORK Illum, Grade, Pave Struct, Sign, Signals	DATE OF AWARD Sept 9 1981
PROJECT AUTHORIZATION	**ENGINEERING**	FIRST NOTIFICATION DATE Oct 11 1982
CURRENT AUTHORIZATION $ [illegible]	AUTHORIZATION $ 1,036,759.00	ESTIMATED DATE OF COMPLETION OR
ESTIMATED PROJECT COST $ [illegible]	COST THIS WEEK $ 0.00	
	TOTAL TO DATE $ [illegible]	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT OVERRUN/UNDERRUN [illegible] %	PERCENT OF AUTHORIZATION [illegible] %	[illegible]

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
[illegible]	[illegible]	[illegible]	[illegible]	100	Complete
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Complete
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Complete
			[illegible]	[illegible]	

ESTIMATED SEMIFINAL SUBMITTAL DATE	October 30, 1987
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: [illegible]
PERCENT CONTRACT WORK COMPLETED	100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	[illegible]
ORIG. CONTRACT QUANTITIES	[illegible]	[illegible]	[illegible]			
EST. CORRECTED QUANTITIES	[illegible]	[illegible]	4,478 TN			
EST. PERFORMED TO DATE	[illegible]	[illegible]	4,478 TN			
PERCENT PERFORMED TO DATE	100	[illegible]	[illegible]	100	100	100

ACTIVITIES THIS WEEK:

[illegible]

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS)

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER SIGN
Lee Franklin

734-3001 (REV 8-86)

CONSTRUCTION SECTION

9541

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 23 '88
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

DATE: December 7, 1988

In Reply Refer to File No.: CON 5 9541

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce McWalton for Kenneth E. Husby
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-47(16)

Contract 9541, Work Completed March 17, 1988

Project Willamette River (Center Street) Bridge

Highway Willamina-Salem

County Polk and Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 18, 1988

John T. Price
for Dale E. Wilken
Division Administrator

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
Robert Pool
B. M. Walton

CPC/FL4

RECEIVED
DEC 8 - 1988
OREGON DIVISION

May 18, 1988

Con 5-
#9541

A-1 Sandblasting &
Steam Cleaning Company
6117 NE Portland Highway
Portland, OR 97128

This is in reply to your letter we received April 26 concerning the status of Contract No. 9541 with Ross Bros. Construction Inc.

Our Highway Construction Office advises that they are awaiting documents from the contractor. After the documents are received, the contract will proceed toward finalization.

If you need additional information, please contact Bruce Walton at 378-6318.

Fran Neavoll
COMMISSION SERVICES

FKN/rgb

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

April 15, 1988

Oregon Department of Transportation
State Highway Division
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD #9541 - WILLAMETTE RIVER (CENTER STREET) BRIDGE

Dear Sir:

WE gave notice of a delinquent amount owed on this project June 30, 1987. We still have an outstanding blanace of $14,173.54 owed on this project. As a subcontractor for Ross Bros. Construction, Inc. on this project we would like an updated status on this project. It is our understanding that this contract has not been finialized, therefore we would appreciate any assistance the State can give in this matter.

Sincerely,

Harlin Cornett

Harlin Cornett, President

HC/bb

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 5, 1988

In Reply Refer to
File No.:
CON 5
9541

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Re: Time Extension Request
Willamette River (Center Street) Bridge
Contract No. 9541
FAP No. BRF-47(16)

Your request of October 28, 1987, has been reviewed.

Three calendar days are granted for work suspension from May 23, 1986, through May 26, 1986. Ten calendar days are granted for delay caused by design problems for the waterline installation.

This 13 calendar day time adjustment changes the contract time of completion for part (b) from August 1, 1986, to August 14, 1986. The effect of this change will remove all liquidated damages being retained on this contract.

C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

COF:OBJ:mk

bc: Don Adams w/att.
Bill Anhorn w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO
FOR
Info Inves R/D D/R Sign Act File

D. R. ADAMS

734-2023 (2-85)

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Husby
Region 2 Construction Engineer

DATE: March 8, 1988

FROM: Lee Franklin *Lee*
Project Manager

SUBJECT: Willamette River (Center St.) Bridge
Contract 9541
Time Extension Request No. Two

REGION 2 OFFICE
RECEIVED
MAR 11 1988
RLO ___ [✓ RE] ___ [✓ RCE] ___ [✓ ME] ___ ROS ___ ROA ___
RTS ___ RLS ___ RPC ___ RFS ___
RUS ___ RG ___ RSR ___ ___

We received on October 28, 1987, a second Time Extension Request from Ross Brothers Construction for the above-mentioned project. The request includes the Consent of Surety and appear to meet the contract requirements in all respects. The Time Extension Request is for an additional 26 days. Liquidated Damages held on this contract are for 13 days.

why hold so long?

Previously, Ross Brothers Construction was awarded an extension of 32 days in a letter from W. E. Schartz dated September 5, 1986. Copies of Ross Brothers' request, the Project Manager's response and Schwartz's letter are attached.

The following recommendations are categorized as Claim 1A, 1B, 2, 3 and 4 corresponding to the Contractor's letter. In addition, I have included a recommendation for delay associated with the City of Salem's 24-inch waterline repairs and multiple testing.

State's Directives to Suspend Work

1A) Letter dated May 16, 1986

> "On May 16, 1986, Ross Bros. was directed to suspend work from 12:01 p.m. Friday, May 23, 1986 thru 11:59 p.m. Monday, May 26, 1986."
>
> These three days Ross Brothers could have worked under the terms of the contract but were prevented from working or the allowable work was restricted.

1B) Letter dated June 30, 1986

> "On June 30, 1986, Ross Bros. was directed to suspend work from 12:01 a.m. Thursday, July 3, 1986 thru 11:59 p.m. Sunday, July 6, 1986."
>
> This time was also requested by Ross Brothers in their first Time Extension Request and three days were granted. The time cannot be considered again.
>
> Ross Brothers requested six and one-half days for these suspensions.
>
> I recommend three days be allowed for the suspension from May 23 to 26th.

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
RECEIVED
MAR 18 1988
CONSTRUCTION SECTION
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
POC ___
QCS ___
FILE ___

3 days not previously considered.

81-125-1387

2)Letter dated March 21, 1986

"March of Dimes Walk-A-Thon on April 26th, 1986."

Suspension of work on the bike path, April 26, 1986. The work being done on the project by Ross before and after the suspension date did not involve the bike path area. The Contractor could have continued his work with no interference or inconvenience to the Walk A Thon.

Ross Brothers requested one day for this suspension.

I recommend that no days be allowed.

0 days ✓ st

3) Price Agreement No. 39, Revised Signing

"Furnishing and Installing additional permanent signing per OSHD letter of Dec. 30, 1985. This work was covered by P.A. #39."

Ross Brothers requested sixty days for work on the signing changes in their first time extension request. These days were not granted and will not be considered again.

The reasons for denial in Schwartz's September 5th letter are:

"You (Ross Bros.) were given notice to proceed with this work on October 21, 1985. On site work on the revised signing started on August 18, 1986. It appears that this work should have been complete prior to the expiration of contract time, June 30, 1986. Further, the on-site work is being done during the period when the project is under a partial suspension and contract time is not being charged. This portion of your request is denied."

These same reasons still apply. I recommend no days be allowed.

0 days ✓

4 Price Agreement No. 38, Furnishing, Placing of Topsoil and Excavation of Existing Roadside Areas

"Furnishing and Placing Topsoil & excavation of existing roadside areas per P.A. #38."

The price agreement initiating excavation of roadside surface areas, placing topsoil, seeding, mulching and erosion control was signed by Piete, Steve Ross, Ken Husby and O.B. Jackmond September 30, 1985.

The primary portion of the work took place in October of 1985. It continued sporadically through the summer of 1986 and was concurrent with miscellaneous punch list work, waterline repair and structural painting.

Ross requested five and one-half days for this work.

I recommend no days be allowed. This work was concurrent with contract bid item activities and not considered critical path work.

0 days ✓ oA

Waterline Repairs

Ross Brothers submitted a request for time extension relating to the waterline repair work in their first time extension. We responded by denying their request with the understanding there could be a reconsideration upon completion of the waterline design review.

There was so much confusion and conjecture associated with the adequacy of the design for this waterline that a private consultant was employed by the Highway Division to review the design and leakage problems. Lorin R. Davis, Professor at OSU, Department of Mechanical Engineering investigated and reviewed the design and construction. He made the following comments to this office in a memo dated October 7, 1986:

"Mechanical set screw retainer glands in 24-inch and larger pipes have had a history of failure if thrust blocks are not provided to prevent separation. The vertical sections on the line in question are unrestrained and do not have thrust blocks at the top which forces the retained glands to withstand the full force of the internal pressure which at 100 psig is 45,239 pounds. Failure has been due to poor hardening of the set screws, improper torquing of the set screws or pipe flexure. Most gland manufacturers recognize the inability of larger glands to prevent separation at higher pressures and limit their applicationas seen on the attached catalogue sheets. One manufacturer put a limit of 100 psig on the 24-inch glands which is about where yours failed."

The City of Salem has since studied the problem and agreed to the closing of the contract for the construction of the 24-inch waterline. The responsibility for the balance of the corrective work required is being assumed by the City. All future corrective work will be accomplished by City Forces.

Under the circumstances, I feel that the time spent by Ross Brothers from August 4 through August 14, 1986 trying to correct leakages were expedited in a futile effort to fix errors inherent in the design. This was later acknowledged by Mr. Davis and the City of Salem in their December 11, 1987 letter.

Therefore, I recommend that Ross Brothers be given ten days.

In conclusion,, I recommend an extension of thirteen calendar days. If granted, this would change the contract time of completion of this project from August 1, 1986 to August 14, 1986. The effect of this change would remove all liquidated damages presently being retained on this contract.

cc CO Fredrickson w/orig attachments:

Region concurs with Project Manager Franklin
Recommend 3 day and 10 day adjustments for
suspension of work and water line delays.
your approval is recommended.

LF/ct
cc: File

STATE OF OREGON

INTEROFFICE MEMO

TO: Lee Franklin
Project Manager

DATE: February 8, 1988 CON 5
9541

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: **24-Inch Water Main Plan Review**
Willamette River (Center Street) Bridge
Marion Polk Counties
BR 123K CON 9541

RECEIVED
LEE FRANKLIN
FEB 10 1988
☒ PM ☐ APM ☐ OM ☐ CS ☒

We have reviewed the plans and special provisions sent with the City of Salem's December 11, 1987 letter for repairs and modifications to the 24-inch water main on the subject bridge. The review was limited to those aspects of the water main that could lead to damage to the bridge.

Both Piers 1 and 6 must absorb a 68,000-pound force during the 150 psi test pressure which acts horizontally at the top of each pier. This is a large part in a significant force in terms of the pier design.

The details of the pipe installation fail in general to provide lateral support for the pipe. The lack of lateral support is particularly apparent at Piers 1 and 6. The introduction of any lateral force at either Piers 1 or 6 could result in displacement and possible rupture of the pipe. This lack of lateral support should be more of a concern to the city than the state. The damage to the bridge from the rupture of the pipe would be minor.

It is assumed that installation, operation and maintenance of the 24-inch water main is covered by permit or agreement. That agreement should hold the city responsible for any damages to state property in the event of the rupture of the water main.

WJH:jrb

95 11

October 28, 1987

CON 5 - 9633
9905
9762
9867
9541✓
9875
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

Glenn E. Hambrick

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

```
ATEGORY  NOTICE OF CLAIM - PAID
MOUNT    $41,418
Y        Coral Sales Co.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     February 20, 1986
ILENUM   CL 1986-0082
EMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
         Hwy., Umatilla Co.
            DOCUMENT=        7 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $22,414.94 plus interest
Y        J. C. Drilling & Contracting Co.
GAINST   Ross Bros. Construction Co.
URETY    Safeco Ins. Co. of America
ILED     March 13, 1986
ILENUM   CL 1986-0113
EMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
         Willamina-Salem Hwy., Polk & Marion Co.'s.
            DOCUMENT=        8 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $21,066.40
Y        Mocon Corp.
GAINST   Ross Brothers Construction, Inc.
URETY    Safeco Ins. Co.
ILED     February 14, 1986
ILENUM   CL 1986-0076
EMARKS   Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
         road in Umatilla Co.
            DOCUMENT=        9 OF       33
ATEGORY  NOTICE OF CLAIM - PAID
MOUNT    $15,684
Y        Northwest Pipe & Casing
GAINST   Ross Bros. Construciton, Inc.
URETY    Safeco Ins. Co. of America
ILED     February 20, 1986
ILENUM   CL 1986-0081
EMARKS   Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
         Hwy., Umatilla Co.
            DOCUMENT=       10 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $582
Y        Platt, Ron Mfg., Inc.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     February 12, 1986
ILENUM   CL 1986-0071
EMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
         Hwy., Marion Co.
            DOCUMENT=       11 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $3,078.44
Y        Associated Sand & Gravel Co., Inc.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     April 25, 1986

FILENUM  CL 1986-0167
REMARKS  Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
         & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
```

```
. SEARCH - QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

              DOCUMENT=          1 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $28,445.05 including all credits
BY        B & B Concrete
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0039
REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
          Ferry-Ontario Hwy.
              DOCUMENT=          2 OF        33      $6,175.25 Contract 9875
CATEGORY  NOTICE OF CLAIM
AMOUNT    See Remarks *                            * $4,793.50 Contract 10,001
BY        Jo Von Concrete Pumping                    $331.53 late charge for both con
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0045
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
          No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
          $4,793.50.
              DOCUMENT=          3 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,570.36
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction Co., Inc.
SURETY    Safeco Ins. of Amer.
FILED     January 6, 1986
FILENUM   CL 1986-0009
REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
          Hwy., Umatilla Co.
              DOCUMENT=          4 OF        33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,868
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     February 10, 1986
FILENUM   CL 1986-0065
REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=          5 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $3,292
BY        Barrier West
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco
FILED     March 21, 1986
FILENUM   CL 1986-0125
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=          6 OF        33
```

```
AMOUNT    $30,400
BY        Dywidag Systems International, USA, Inc.
AGAINST.  Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0193
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
             DOCUMENT=       18 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,514.25
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 20, 1986

          CL 1986-0208
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             DOCUMENT=       19 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,304.20
BY        Riedel International, Inc. dba Western Pacific Construction
          Materials Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0196
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
          sec., Pacific Hwy., Multnomah Co.
             DOCUMENT=       20 OF       33
CATEGORY  NOTICE OF CLAIM -PAID
AMOUNT    $2,137.88
BY        Hogan Mfg., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986--0238
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
          Pacific Hwy., Multnomah Co.
             Satisfied. September 17, 1986.
             DOCUMENT=       21 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $270
BY        Lunceford, Murry
AGAINST   Ross Bros. Construction Co.
SURETY    Safeco Ins. Co.
FILED     July 17, 1986
FILENUM   CL 1986-0252
REMARKS   Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
          Multnomah Co.
             DOCUMENT=       22 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,607.08
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.

SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986-0241
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd. Bridge Rd. sec., M
          Hwy., Umatilla Co.
```

```
                 DOCUMENT-        23 OF        33
CATEGORY  NOTICE OF CLAIM [illegible]
AMOUNT    $16,773.96
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 11, 1986
FILENUM   CL 1986-0268
REMARKS   Job: Hwy. Div.
              Amended: $3,507.63 pd. on account, filed September 10, 1986.
              Amended: $7,000 pd. on account, filed October 9, 1986.
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $27,703.50
BY        United Steel Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0225
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., 
          Hwy., Umatilla Co.
                 DOCUMENT-        25 OF        33
CATEGORY  NOTICE OF CLAIM--[illegible]
AMOUNT    $4,033
BY        Westland Irrigation Dist.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0226
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., 
          Hwy., Umatilla Co.
                 DOCUMENT-        26 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,640
BY        Hardt, Edwin L.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 9, 1986
FILENUM   CL 1986-0304
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
          Bridge & UPRR O'Xing sec., Oregon-Washington Hwy., Umatilla Co.
                 DOCUMENT-        27 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,249.90
BY        Progress Quarries, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 22, 1986
FILENUM   CL 1986-0272
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
```

```
          sec., Pacific Hwy., Multnomah Co.
            DOCUMENT=         28 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,214.98
BY        B & M Construction Equipment Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     November 17, 1986
FILENUM   CL 1986-0335
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
          Pendleton.
            DOCUMENT=         29 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,057.12
BY        Ross Machine & Iron Works, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     November 13, 1986
FILENUM   CL 1986-0332
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
            DOCUMENT=         30 OF       33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $41,523.70
BY        A-1 Sandblasting & Steam Cleaning Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 30, 1986
FILENUM   CL 1986-0318
REMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
            DOCUMENT=         31 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $51,278.14
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction
SURETY    Safeco Ins. Co. of Amer.
FILED     December 9, 1986
FILENUM   CL 1986-0347
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
          Project.
              Amended: December 18, 1986, in amt. of $5,238.50.
            DOCUMENT=         32 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,948
BY        Tri-State Concrete Pumping
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     December 29, 1986
FILENUM   CL 1986-0362
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
            DOCUMENT=         33 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $17,550.63
BY        Wildhorse Contracting
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 28, 1986
FILENUM   CL 1986-0316
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
R0001 * END OF DOCUMENTS IN LIST   ENTER RETURN OR ANOTHER COMMAND.
```

```
SEARCH - QUERY
OQ003 ROSS.AGAINST. AND NOTICE AND 1987

            DOCUMENT=       1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=       2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
            DOCUMENT=       3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
            DOCUMENT=       4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=       5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
```

```
         DOCUMENT=        12 OF        33
CATEGORY NOTICE OF CLAIM-PAID
AMOUNT   $14,395.62
BY       Cascade Construction Co., Inc.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of Amer.
FILED    April 25, 1986
FILENUM  CL 1986-0169
REMARKS  Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
         Pacific Hwy., Marion Co.
         DOCUMENT=        13 OF        33
CATEGORY NOTICE OF CLAIM
AMOUNT   $1,668.72
BY       Coral Sales Co.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of Amer.
FILED    May 20, 1986
FILENUM  CL 1986-0205
REMARKS  Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
         Coos Bay-Roseburg Hwy., Douglas Co.
         DOCUMENT=        14 OF        33
CATEGORY NOTICE OF CLAIM
AMOUNT   $2,879.09
BY       Rowell & Wickersham Contractors, Inc.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of America
FILED    May 30, 1986
FILENUM  CL 1986-0220
REMARKS  Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
         Dayton Hwy., Yamhill Co.
         DOCUMENT=        15 OF        33
CATEGORY NOTICE OF CLAIM
AMOUNT   $5,089.55
BY       Star Rentals & Sales
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of Amer.
FILED    May 30, 1986
FILENUM  CL 1986-0221
REMARKS  Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
         & UPRR U'Xing sec., Oregon Washington Hwy., Umatilla Co.
            Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
         sec., McNary Hwy., Umatilla Co.
         DOCUMENT=        16 OF        33
CATEGORY NOTICE OF CLAIM- NOT FOUND in Comm. files
AMOUNT   $21,428.21
BY       Davis, Henry G. dba Treasure Valley Rebar
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of America
FILED    April 14, 1986
FILENUM  CL 1986-0149
REMARKS  Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
         DOCUMENT=        17 OF        33
CATEGORY NOTICE OF CLAIM
```

```
                    DOCUMENT=       6 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762. Construction of the Palmer Creek Bridge.

RO601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 11, 1987

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Release of Discretionary Bridge Replacement Funds
Project No. BRF-47(12)
Willamette River (Salem) Bridge Section
Willamina-Salem Highway

We have carefully reviewed the Willamette River (Salem) Bridge projects funded with Discretionary Bridge Replacement Funds (Appn 119) and have determined that the amount of $133,296.25 released by final voucher submission on the subject project will not be required and can be released to FHWA Headquarters.

CPL:pf

cc: J. Speight
General Files

Form 734-3122 (1-87)

9541

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

June 30, 1987

State of Oregon Department of Transportation
Highway Division
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD #9541 - Willamette River (Center St.) Bridge

Dear Sir:

This is to give notice that as a subcontractor for Ross Bros. Construction, Inc. on the above project we have a delinquent amount of $21,180.42 owed. What is the pay status to Ross Bros. Construction, Inc. on this project?

Sincerely,

Harlin Cornett

Harlin Corentt, President

HC/bb

RECEIVED
JUL - 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7/6/87
called Harlin &
advised per Project Mgr office, Dave Harmon,
corrective work needs to be done before
any funds released - gave them Dave's #
too

9571

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
MONTHLY TRANSACTION NUMBER 1-105			County MARION & POLK
PROJECT REPORT NUMBER			Project Number BRF-47(16)
MODIFICATION NUMBER 2			

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 16, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,823,903.00	$ 15,823,903.00
Federal funds	$ 12,659,122.00	$ 12,659,122.00
Other revisions		

This modification is made for the following reasons: To include bicycle ramp contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of JAN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Ctr. file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1987

FEDERAL AID PROJECT NO. BRF-47(16)

WILLAMETTE RIVER (CENTER STREET) BRIDGE SECTION
WILLAMINA-SALEM HIGHWAY
POLK AND MARION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE
(To add 3rd Contract)

TYPE CODE X981
STRUCTURAL (Sta. "C" 69+50 to Sta. "C" 31+60)(Contract No. C09541)

TOTAL same as estimate of September 14, 1982 $14,055,388.00

TYPE CODE Y030
ILLUMINATION (Contract No. C09541)

TOTAL same as estimate of September 14, 1982 $ 124,110.00

TYPE CODE Y033
TRAFFIC SIGNALS (Contract No. C09541)

TOTAL same as estimate of September 14, 1982 $ 144,405.00

TYPE CODE Y003
ROADSIDE IMPROVEMENT (Contract No. C10271)

TOTAL same as estimate of May 28, 1986 $ 170,234.00

TYPE CODE SFTY
BICYCLE RAMP

Mobilization	Lump Sum	All	Lump Sum	$ 24,727.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	324.00
Temporary Signs	Sq. Ft.	155	8.00	1,240.00
Temporary Barricades	Each	7	30.00	210.00
Flaggers	Hour	300	0.50	150.00
Temporary CL-6 Chain Link Fence	Lin. Ft.	60	8.00	480.00
Embankment in Place	Cu. Yd.	492	9.94	4,890.48
Aggregate Base	Ton	50	15.20	760.00
12-inch Storm Sewer Pipe	Lin. Ft.	20	12.90	258.00
Concrete Manholes	Each	1	1,328.00	1,328.00
Concrete Inlets, Type G-2	Each	1	600.00	600.00
Concrete Walks	Sq. Yd.	208	9.15	1,903.20
Reconstructing Manholes	Each	1	1,000.00	1,000.00
Bridge Removal Work	Lump Sum	All	Lump Sum	1,680.00
Structure Excavation	Cu. Yd.	300	7.60	2,280.00
Structural Concrete, Class 3300 (76 CY)	Lump Sum	All	Lump Sum	8,483.00

Structural Concrete, Class 4000 (380 CY)	Lump Sum	All	Lump Sum	106,000.00
Reinforcement (77,500 Lbs.)	Lump Sum	All	Lump Sum	32,990.00
Pedestrian Handrail	Lin. Ft.	1,020	37.50	38,250.00
1-inch Electrical Conduit	Lin. Ft.	428	5.44	2,328.32
Wood Sign Posts	Lump Sum	All	Lump Sum	150.00
Pipe Sign Posts	Lump Sum	All	Lump Sum	150.00
Type "U" Signs in Place	Sq. Ft.	26	10.12	263.12
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	2,196.00
Luminaires, Lamps & Ballasts	Lump Sum	All	Lump Sum	2,365.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	3,749.00
				$ 238,755.12

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required	$ 800.00
Bikeway Striping and Legend	All Required	2,500.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	1,193.78
		$ 4,493.78
	SUBTOTAL	$ 243,248.90
	Engineering	32,838.10
	TOTAL	$ 276,087.00

Length of Structure -------------- 0.420 mile

RETAINED IN RESERVE

Bikeway Signs	All Required	$ 6,000.00
Install Water Meters (2)	All Required	2,450.00
Restore Parking Barriers (City Park)	All Required	5,000.00
	SUBTOTAL	$ 13,450.00
	Engineering	1,815.00
	TOTAL	$ 15,265.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	APPN	SUBJOB	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Structure	119	011	$14,055,388.00	$11,244,310.00	$2,811,078.00	$ --
Illumination	119	011	124,110.00	99,288.00	24,822.00	--
Signals	119	011	144,405.00	115,524.00	28,881.00	--
Roadside Improvement	119	011	170,234.00	136,187.00	34,047.00	--
Bicycle Ramp	119	011	276,087.00	220,869.00	35,218.00	20,000.00
SUBTOTAL			$14,770,224.00	$11,816,178.00	$2,934,046.00	$ 20,000.00
Reserve			1,053,679.00	842,944.00	210,735.00	--
SUBTOTAL			$15,823,903.00	$12,659,122.00	$3,144,781.00	$ 20,000.00

NonParticipating (City)--	010	143,061.00	--	--	143,061
TOTAL		$15,966,964.00	$12,659,122.00	$3,144,781.00	$163,061

Contract No. C09541
Prefix: C09541
SubJob 010: 1%; SubJob 011: 90%; SubJob 081: 9%
Contract No. C10271
Prefix: C10271
SubJob 010: 0%; SubJob 011: 100%
Contract No. 10,371
Prefix: C10371
SubJob 010: 0%; SubJob 081: 100%

WILLAMETTE RIVER (CENTER STREET) BRIDGE (Contract #C09541) (NONPARTICIPATING-CITY WORK)

Pavement Removal and Replacement	Lin. Ft.	13	35.00	$ 455.00
Trench Excavation and Native Backfill	Lin. Ft.	78	23.00	1,794.00
Trench Excavation and Aggregate Backfill	Lin. Ft.	13	25.00	325.00
Loose Riprap, Class 700	Cu. Yd.	138.9	20.00	2,778.00
24-inch Ductile Iron Pipe	Lin. Ft.	1,152	56.00	64,512.00
8-inch Ductile Iron Pipe	Lin. Ft.	70	45.00	3,150.00
8-inch Couplings	Each	4	300.00	1,200.00
24-inch Flanged Adaptors	Each	4	750.00	3,000.00
24-inch Butterfly Valves	Each	1	2,250.00	2,250.00
8-inch Butterfly Valves	Each	1	950.00	950.00
2-inch Air Relief and Vacuum Valves	Each	8	470.00	3,760.00
24-inch Expansion Joints	Each	2	3,010.00	6,020.00
Vertical Pipe Supports	Each	3	655.00	1,965.00

ALTERNATES "C"

Class 250 Iron Pipe Fittings	Lb.	3,895	2.25	8,763.75
24-inch 90 Degree Base Bends	Each	2	1,750.00	3,500.00
Pipe Roller Stands & Restraints	Each	7	600.00	4,200.00
Pipe Hanger and Restraints	Each	47	145.00	6,815.00
Special Thrust Restraint	Each	2	1,250.00	2,500.00
PA 20 Modify Single Pipe Roller Hanger Assembly	Lump Sum	All	Lump Sum	6,345.70
PA 25 Modify Waterline Restraints	Lump Sum	All	Lump Sum	581.69
EWO 3 Raise 24-inch Waterline		All Required		2,300.00
		SUBTOTAL		$127,165.14
		Engineering		15,895.86
		TOTAL		$143,061.00

CPL:pf

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-16	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-30-86	County Marion & Polk
MODIFICATION NUMBER 1		Project Number BRF-47(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 16, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,823,903.00	$ 15,823,903.00
Federal funds	$ 12,659,122.00	$ 12,659,122.00
Other revisions		

This modification is made for the following reasons:

To include landscaping contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of MAY, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C Potter

Manager, Program Section
(Title)

XXXXFor: Larry Rulien

State Highway Engineer
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen-file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 28, 1986

FEDERAL AID PROJECT NO. BRF-47(16)

Willamette River (Center St.) Bridge Section
Willamina-Salem Highway
Polk and Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X981
Structure (Sta. "C" 69+50 to Sta. "C" 31+60)

Total estimated cost as of September 14, 1982	$14,055,388.00

Type Code Y030
Illumination

Total estimated cost as of September 14, 1982	$ 124,110.00

Type Code Y033
Traffic Signals

Total estimated cost as of September 14, 1982	$ 144,405.00

Type Code Y003
Roadside Improvement

Mobilization	Lump Sum	All	Lump Sum	$ 5,250.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,760.00
Temporary Signs	Sq. Ft.	416	5.57	2,317.12
Sequential Arrow Signs	Each	1	2,100.00	2,100.00
Temporary Barricades	Each	2	22.00	44.00
Flaggers	Hour	80	20.00	1,600.00
Furnishing and Placing Topsoil	Cu. Yd.	206	22.56	4,647.36
Retaining Wall	Lump Sum	All	Lump Sum	9,262.00
Concrete Walks	Sq. Yd.	40	27.50	1,100.00
Precast Concrete Bumper Logs	Each	67	19.25	1,289.75
Furnishing and Planting Deciduous Trees	Each	33	82.00	2,706.00
Furnishing and Planting Conifer Trees	Each	37	49.00	1,813.00
Furnishing and Planting Shrubs, No. 1 Container	Each	1,720	11.11	19,109.20
Furnishing and Planting Shrubs, No. 2 Container	Each	1,467	11.22	16,459.74
Furnishing and Planting Groundcover	Each	27,476	1.04	28,575.04
Soil Conditioner	Cu. Yd.	294	34.28	10,078.32
Bark Mulch	Unit	90	110.00	9,900.00

Sod Lawn	Sq. Yd.	340	2.50	850.00
Irrigation System	Lump Sum	All	Lump Sum	29,740.00
Black Plastic Edging	Lin. Ft.	234	1.20	280.80
				$ 148,882.33

Anticipated Items

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	$ 744.41
Water During Establishment Period	All Required	360.00
		1,104.41
	Subtotal	$ 149,986.74
	Engineering	20,247.26
	Total	$ 170,234.00

Length of Project -------------------------- 0.00 mile

Retained in Reserve

Install Water Meters (2)	All Required	$ 2,450.00
Restore Parking Barriers (City Park)	All Required	5,000.00
	Subtotal	$ 7,450.00
	Engineering	1,005.00
	Total	$ 8,455.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	119	$14,055,388.00	$11,244,310.00	$2,811,078.00
Illumination	119	124,110.00	99,288.00	24,822.00
Signals	119	144,405.00	115,524.00	28,881.00
Roadside Improvement	119	170,234.00	136,187.00	34,047.00
Subtotal		$14,494,137.00	$11,595,309.00	$2,898,828.00
Reserve	119	1,329,766.00	1,063,813.00	265,953.00
Total		$15,823,903.00	$12,659,122.00	$3,164,781.00

Contract No. 9541
Prefix: C09541
Prefix: C027-1008
Sub Job 011 = 91%; 081 = 9%
Prefix: C027-1962 (PE)

Contract No. C10271
Prefix: C10271
Sub Job = 100%

DRH:me

State

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9- 113	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Polk & Marion Project No. BRF-47(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Center Street) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-23-82	0.420
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 80.0%
$ 15,823,903.00	$ 12,659,122.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XMy For: H.S. Coulter, P.E.

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Divisi
Salem, Oregon September 14, 1982

Federal-Aid Project
No. BRF-47(16)

Willamette River (Center Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties

PROJECT AGREEMENT ESTIMATE

Type Code X981
Structure (Sta. "C" 69+50 to Sta. "C" 31+60)

Mobilization		All Required	$ 1,250,000.00
Temporary Protection and Direction of Traffic		All Required	34,000.00
Temporary Signs	652 Sq. Ft.	10.00	6,520.00
Temporary Barricades	35 Each	110.00	3,850.00
Temporary Concrete Barriers, Reflectorized	400 Lin. Ft.	9.00	3,600.00
Temporary Concrete Barriers, Lighted	2,400 Lin. Ft.	10.00	24,000.00
Moving Temporary Concrete Barriers	2,425 Lin. Ft.	2.20	5,335.00
Temporary Plastic Safety Markers	18 Each	50.00	900.00
Flagmen	1,000 Hour	20.00	20,000.00
Sequential Arrow Signs	2 Each	2,000.00	4,000.00
Temporary Illumination		All Required	15,000.00
Clearing and Grubbing		All Required	55,000.00
Removal of Structures and Obstructions		All Required	12,000.00
Embankment in Place	7,500 Cu. Yd.	5.00	37,500.00
Riprap Excavation	14,000 Cu. Yd.	7.00	98,000.00
Trench Excavation	470 Cu. Yd.	10.00	4,700.00
Finishing Roadbed and Slopes		All Required	4,000.00
Treated Base Mixture	4,800 Ton	23.00	110,400.00
Cement in Treated Base Mixture	265 Ton	85.00	22,525.00
Class "B" Asphalt Concrete Mixture	3,200 Ton	30.00	96,000.00
Asphalt Cement in Mixture	200 Ton	175.00	35,000.00
Membrane Waterproofing	16,300 Sq. Yd.	4.00	65,200.00
Asphalt in Tack Coat	12 Ton	200.00	2,400.00
8-inch Sewer Pipe	368 Lin. Ft.	10.00	3,680.00
12-inch Sewer Pipe	1,212 Lin. Ft.	12.00	14,544.00
18-inch Sewer Pipe	30 Lin. Ft.	21.00	630.00
30-inch Sewer Pipe	16 Lin. Ft.	38.00	608.00
12-inch Slotted Drain Pipe	60 Lin. Ft.	14.00	840.00
Extra for Pipe Under Pavement	132 Lin. Ft.	21.00	2,772.00
Portland Cement Concrete in Sewers	7 Cu. Yd.	50.00	350.00
Bedding Material	10 Cu. Yd.	20.00	200.00
Concrete Manholes	1 Each	1,800.00	1,800.00

Concrete Inlets, Type 1	12	Each	400.00	4,800.00
Concrete Inlets, Type 2	1	Each	465.00	465.00
Concrete Inlets, Type G-1	29	Each	400.00	11,600.00
8-inch Drain Pipe	430	Lin. Ft.	8.00	3,440.00
Guardrail, Type 2A	4,888	Lin. Ft.	8.00	39,104.00
Guardrail, Type 3	25	Lin. Ft.	22.00	550.00
Guardrail Anchors, Type 1	1	Each	350.00	350.00
Rail End Pieces, Type C	1	Each	85.00	85.00
Extra for 7' Posts	170	Each	4.50	765.00
12'x48" Chain Link Double Gates	1	Each	300.00	300.00
Concrete Walks	1,100	Sq. Yd.	11.60	12,760.00
Concrete Islands	12	Cu. Yd.	100.00	1,200.00
Concrete Curbs, Type A	310	Lin. Ft.	5.50	1,705.00
Concrete Curbs, Type C	1,200	Lin. Ft.	3.50	4,200.00
Concrete Curbs, Type F	625	Lin. Ft.	4.00	2,500.00
Concrete Barrier	5,950	Lin. Ft.	23.00	136,850.00
Drainage Curbs	100	Lin. Ft.	2.00	200.00
Loose Riprap, Class 700	3,000	Cu. Yd.	20.00	60,000.00
Rock Gabions	38	Cu. Yd.	150.00	5,700.00
Delineators, Type 4	10	Each	20.00	200.00
Adjusting Manholes	1	Each	400.00	400.00
Adjusting Inlets	1	Each	200.00	200.00
Capping Inlets	3	Each	150.00	450.00
Roadside Seeding and Mulching	2	Acre	800.00	1,600.00
Detour Structure			All Required	365,000.00
Bridge Removal Work			All Required	415,000.00
Shoring, Cribbing, Etc.			All Required	100,000.00
Structure Excavation	5,630	Cu. Yd.	8.00	45,040.00
Structure Excavation Below Elevations Shown	560	Cu. Yd.	4.00	2,240.00
Special Wall Backfill	1,885	Cu. Yd.	10.00	18,850.00
Structural Concrete, Class 3300 (3,585 C.Y.)			All Required	1,518,000.00
Structural Concrete, Class 4000 (1,655 C.Y.)			All Required	575,000.00
Structural Concrete, Class 4500 (1,974 C.Y.)			All Required	450,000.00
Concrete in Retaining Walls	880	Cu. Yd.	192.00	168,960.00
Expansion Joints, Single Seal	500	Lin. Ft.	110.00	55,000.00
Expansion Joints, Double Seal	140	Lin. Ft.	545.00	76,300.00
Surface Finish Existing Bridge			All Required	50,000.00
Reinforcement (1,117,000 lbs.)			All Required	443,000.00
Coated Reinforcement (345,000 lbs.)			All Required	196,000.00
Reinforcement in Retaining Walls	53,400	Lb.	0.40	21,360.00
Miscellaneous Metals (17,000 lbs.)			All Required	30,000.00
Prestressing Steel (11,800 lbs.)			All Required	45,000.00

Reinforced Concrete Bridge End Panels	240 Sq. Yd.	52.00	12,480.00
4'-0" Pedestrian Rail	2,680 Lin. Ft.	29.00	77,720.00
1'-8" Pedestrian Rail	1,560 Lin. Ft.	18.00	28,080.00
Concrete Slope Paving	70 Sq. Yd.	35.00	2,450.00
Slope Paving Curbs	50 Lin. Ft.	10.00	500.00
3/4-inch Electrical Conduit	70 Lin. Ft.	4.25	297.50
1-inch Electrical Conduit	580 Lin. Ft.	4.30	2,494.00
1 1/4-inch Electrical Conduit	170 Lin. Ft.	5.25	892.50
1 1/2-inch Electrical Conduit	130 Lin. Ft.	5.25	682.50
2-inch Electrical Conduit	3,450 Lin. Ft.	5.50	18,975.00
6-inch Electrical Conduit	280 Lin. Ft.	0.00	0.00
Impact Attenuator, Hi-Dro Cushion Cells		All Required	13,300.00
Salvaging and Reinstalling Impact Attenuator		All Required	4,000.00

Alternate C

Shoring, Cribbing, Etc. Piers 1 thru 6		All Required	490,000.00
Structure Excavation, Piers 1 thru 6	4,550 Cu. Yd.	10.00	45,500.00
Structure Excavation Below Elevations Shown, Piers 1 thru 6	460 Cu. Yd.	15.00	6,900.00
Furnish Pile Driving Equipment		All Required	125,000.00
Furnish Prestressed Concrete Piling	8,690 Lin. Ft.	9.00	78,210.00
Furnish HP 14x73 or HP 12x74 Steel Piling Domestic	19,072 Lin. Ft.	20.00	381,440.00
Drive Prestressed Concrete Piles	7,560 Lin. Ft.	2.00	15,120.00
Drive Steel Piles	19,072 Lin. Ft.	9.00	171,648.00
Structural Concrete, Class 3300, Spans 1R thru 5R (4,671 C.Y.)		All Required	850,000.00
Structural Concrete, Class 4500, Spans 1R thru 5R (1,768 C.Y.)		All Required	390,000.00
Seal Concrete	910 Cu. Yd.	100.00	91,000.00
Reinforcement, Spans 1R thru 5R (849,300 lbs.)		All Required	410,000.00
Coated Reinforcement, Spans 1R thru 5R (266,600 lbs.)		All Required	153,000.00
Miscellaneous Metal, Spans 1R thru 5R (17,000 lbs.)		All Required	82,000.00
Structural Steel, Domestic (2,962,400 lbs.)		All Required	1,937,000.00
Bearing Devices, Piers 2 and 6	14 Each	1,700.00	23,800.00
Bearing Devices, Piers 3, 4 and 5	21 Each	2,025.00	42,525.00

Removal of Existing Sign Installations		All Required	3,000.00
Wood Sign Posts		All Required	3,600.00
Sign Support Footings		All Required	25,000.00
Single Post Slip Base Sign Supports		All Required	1,000.00
Special Offset Sign Supports		All Required	1,000.00
Signal Pole Mounts		All Required	1,000.00
Sign Bridge, Sta. "C" 46+89		All Required	20,000.00
Sign Bridge, Sta. "C" 63+75		All Required	23,000.00
Sign Bridge, Sta. 1320+00		All Required	27,000.00
Cantilever Sign Structure, Sta. "C" 36+66 Rt.		All Required	9,000.00
Cantilever Sign Structure, Sta. "C" 39+41 Lt.		All Required	8,000.00
Cantilever Sign Structure, Sta. 43+93 Lt.		All Required	9,500.00
Structure Mounts		All Required	4,000.00
Type "A" Signs in Place	1,513 Sq. Ft.	16.00	24,208.00
Type "C", "D" and "R" Signs in Place	352 Sq. Ft.	7.00	2,464.00
Type "EE" and "I" Signs in Place	22 Sq. Ft.	40.00	220.00
Type "U" and "V" Signs in Place	243 Sq. Ft.	14.00	3,402.00
Modify Existing Guide Signs		All Required	1,000.00
Sign Illumination Equipment		All Required	21,700.00
		SUBTOTAL ALTERNATE "C"	$12,442,636.50

Anticipated Items

Railroad Protective Cost	All Required	$ 19,000.00
Permanent Pavement Striping	All Required	4,000.00
Temporary Pavement Striping	All Required	1,600.00
Remove Pavement Striping	All Required	1,000.00
Asphalt Cement Adjustment	All Required	6,600.00
On-the-job Trainees (15-15,000 hr. @ $0.80)	All Required	12,000.00
Bikeway Signs	All Required	1,000.00
Bikeway Striping and Ledgend	All Required	300.00
City of Salem (Water)	All Required	5,542.00
		$ 51,042.00
	SUBTOTAL	$12,493,678.50
	Engineering	1,561,709.50
	TOTAL	$14,055,388.00

Type Code Y030
Illumination

Removal of Existing Illumination	All Required	$ 13,600.00
Pole Foundations	All Required	3,260.00
Roadway Lighting Poles and Bracket Arms	All Required	31,000.00
Luminaires and Ballasts	All Required	25,210.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	37,250.00
	SUBTOTAL	$ 110,320.00
	Engineering	13,790.00
	TOTAL	$ 124,110.00

Type Code Y033
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 42,950.00
Fire Preemption System, Complete	All Required	2,560.00
		$ 45,510.00

Anticipated Items

Signal Controller Testing	All Required	$ 1,950.00
"OPTICOM" Testing	All Required	900.00
State Furnished Software	All Required	80,000.00
		$ 82,850.00
	SUBTOTAL	$ 128,360.00
	Engineering	16,045.00
	TOTAL	$ 144,405.00

Length of Structure --------- 0.420 mi.

Work Retained in Program

Traffic Recorder Loops	All Required	$ 2,000.00
Signal Revision at Center & Commercial	All Required	2,000.00
Signal Revision at Wallace & Edgewater	All Required	70,000.00
Remove Stream bed Debis (not shown)	All Required	30,000.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 14,055,388	$ 11,244,310	$ 2,811,078
Illumination	124,110	99,288	24,822
Signals	144,405	115,524	28,881
SUBTOTAL	$ 14,323,903	$ 11,459,122	$ 2,864,781
Reserve	1,500,000	1,200,000	300,000
TOTAL	$ 15,823,903	$ 12,659,122	$ 3,164,781

Group 1 91%; Group 8 9%
Contract No. 9541
Prefix: 27-1962
Prefix: 27-1008

Willamette River (Center St.) Br.
(nonparticipating-City work)

Pavement Removal and Replacement	44 Lin. Ft.	35.00	$ 1,540.00
Trench Excavation and Native Backfill	78 Lin. Ft.	23.00	1,794.00
Trench Excavation and Aggregate Backfill	44 Lin. Ft.	25.00	1,100.00
Loose Riprap, Class 700	64 Cu. Yd.	20.00	1,280.00
24-inch Ductile Iron Pipe	1,152 Lin. Ft.	56.00	64,512.00
8-inch Ductile Iron Pipe	36 Lin. Ft.	45.00	1,620.00
8-inch Couplings	1 Each	300.00	300.00
24-inch Flanged Adaptors	4 Each	750.00	3,000.00
24-inch Butterfly Valves	1 Each	2,250.00	2,250.00
8-inch Butterfly Valves	1 Each	950.00	950.00
2-inch Air Relief and Vacuum Valves	8 Each	470.00	3,760.00
24-inch Expansion Joints	2 Each	3,010.00	6,020.00
Vertical Pipe Supports	2 Each	655.00	1,310.00
Alternates "C"			
Class 250 Iron Pipe Fittings	3,895 Lb.	2.25	8,763.75
24-inch Couplings	4 Each	1,150.00	4,600.00
24-inch 90 Degree Base Bends	2 Each	1,750.00	6,815.00
Special Thrust Restraint	1 Each	1,250.00	1,250.00
			$ 118,564.75

9541

January 12, 1987

CON 5 - 9541

A-1 Sandblasting & Steam
  Cleaning Co.
6117 N.E. Portland Hwy.
Portland, OR 97218

Attention: Harlin Cornett
President

Thank you for your letter of December 19, 1986, informing us that Ross Bros. Construction Inc. has settled your claim. This appears to be in reference to a claim dated October 23, 1986, in the amount of $41,523.70.

This was in connection with their Contract No. 9541 for work on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

The information will be noted in our records and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction Inc.
3501 Brooklake Rd., North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 10-30-86. CL 1986-0318

bbc: Bryant Jackmond
FKN:slp

NOTED ON CARD
1-12-87

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

December 19, 1986

Department of Transportation
Attn: George Bell, Assistant Director
Transportation Building
Salem, Oregon 97310

RE: File No. CON 5 - #9541

Dear Sir:

This is to inform your office that Ross Bros Construction Inc. has made settlement on our claim. As procedure retainage has been withheld awaiting final payment from the State.

Sincerely,

Harlin Cornett

Harlin Cornett, President

HC/bb

RECEIVED
DEC 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1986-0318

FILED
OCT 30 1986
BARBARA ROBERTS

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9541

A-1 Sandblasting &
Steam Cleaning Co.
6117 NE Portland Highway
Portland, OR 97218

Attention: Sidney B. Cornett
Vice President

We have received your letter dated October 23, 1986, filing a claim against the following Highway Division contract:

FILED BY: A-1 Sandblasting & Steam Cleaning Co.

AMOUNT: $41,523.70

AGAINST (PRIME CONTRACTOR): Ross Bros. Construction Inc.

CONTRACT NO.: 9541

PROJECT: Willamette River (Center Street) Bridge Section, Willamina-Salem Highway, Polk and Marion Counties

SURETY: Safeco Insurance Company of America

AGENT: K L & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

George Bell
Assistant Director

cc: Ross Bros. Construction Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

October 23, 1986

State of Oregon Department of Transportation
Highway Division
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD #9541 - Willamette River (Center St.) Bridge

Dear Sir:

This is to give you notice that we as a subcontractor for Ross Bros. Construction, Inc. on the above project have a delinquent amount of $41,523.70.

Sincerely,

Sidney B. Cornett, Vice President

SBC/bb

RECEIVED
OCT 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

September 5, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9541

Re: Time Extension Request
Willamette River (Center Street) Bridge
Contract No. 9541
FAP No. BRF-47(16)

Your requests for additional contract time in which to complete the above project have been carefully reviewed. You have requested an additional 292 calendar days of contract time due to seven stated reasons.

1. State's directives to suspend work, eight (8) calendar days requested.

   The Engineer did suspend the work during several holiday periods. This portion of your request is valid and a time adjustment of an additional eight (8) calendar days is granted.

2. Delay due to faulty water line design and required modifications, 60 calendar days claimed.

   The water line was not completed to specification requirements until August 14, 1986. A partial suspension order has been issued covering work on the water line pending a design review. No contract time has been charged after August 14, 1986. This portion of your request is denied at this time but may be reconsidered upon completion of the water line design review.

3. Additional time to modify Detour Structure, 20 calendar days requested.

   The modifications to the Detour Structure were made during the fall of 1983. Some additional payment was made for the removal of the modifications during the summer of 1985. The work was performed almost entirely with workmen not otherwise employed on the project. No other work was directly affected by the Detour Structure work and it did not delay project completion. This portion of your request is denied.

4. Additional time to widen Marion Street, 20 calendar days requested.

   This work was performed under Extra Work Order No. 3. The order to do this work was issued in June, 1985. The widening work was not done until the fall and early winter of 1985 due to your failure to provide a sufficient work force. The paving on this widened area was delayed until the spring of 1986. None of this work delayed the completion of this contract. This portion of your request is denied.

5. Additional time to clean, patch, and paint existing off ramp, 40 calendar days requested.

   This work was done under Extra Work Order No. 11. The work was performed when other contract work was not available and therefore had no affect on completion of other contract work. This portion of your request is denied.

6. Revised Signing, 60 calendar days requested.

   You were given notice to proceed with this work on October 21, 1985. On-site work on the revised signing started on August 18, 1986. It appears that this work should have been completed prior to the expiration of contract time, June 30, 1986. Further, the on-site work is being done during the period when the project is under a partial suspension and contract time is not being charged. This portion of your request is denied.

7. Force Account Work for grinding A.C., 14 calendar days requested.

   Our records indicate that an additional 24 calendar days of contract time is warranted for the performance of this work and that amount of time is granted.

The adjusted contract time of completion of this project is August 1, 1986. There remains 13 calendar days of liquidated damages under this contract at this time.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager William Piete.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
William Piete w/att.
FHWA w/att.
Bruce Walton

TO: Ken Husby
Region 2 Construction Engineer

DATE: August 21, 1986

FROM: William H. Piete
Project Manager

SUBJECT: Willamette River (Center St.) Bridge
Time Extention Request
Contract No. 9541

REGION 2 OFFICE
RECEIVED
AUG 21 1986
RLO ..... RE ..... RC ..... RMS ..... ROS ..... ROM .....
RTS ..... RLS ..... RPC ..... RPS .....
RUS ..... RG ..... RSR .....

We received, on July 2, 1986, a Time Extension Request from Ross Bros. Const. for the Willamette River (Center Street) Bridge project. The request includes the consent of surety and appears to meet the contract requirements in all respects. The Time Extension Request was for an additional 218 days. Subsequent to that date they submitted a letter, (received August 11, 1986), requesting an additional 74 days.

The following recommendation is categorized in the same manner as their letters. (Attached for reference)

June 20, 1986 letter:

A) The State's directive to suspend work.

A search of our records yielded 3 letters (attached) which suspended work for four, seven, and four days. The suspensions on all three occasions were inclusive of Sundays and/or Holidays when they were prohibited from performing work by the Contract Provisions. The letter of June 30, 1986 was in error in that it did not include provisions for July 3, 1986. There were a total of eight days when Ross Bros. could have done work under the terms of the contract but were either prevented from working or the allowable work was restricted by the suspensions.

Concur. Ross Bros. requested 8 days for these suspensions.

I recommend that eight (8) days be allowed due to suspensions.

B) Delay due to faulty water line design and required modifications.

The water line was not complete to the specification requirements, either due to leakage or improper substitution, until the date of a pressure test, August 14, 1986, when one of the flanged adapters partially failed. A verbal agreement to suspend work on the water line until the design could be evaluated was made between myself and Ray Cox, with Ross Bros., that afternoon.

A partial suspension order was written August 20, 1986 for the waterline. A retroactive order was written to include a suspension of Contract Time Charges from August 15, 1986 until the issue of responsibility is resolved or Ross Bros. is directed to resume work on the water line.

Ross Bros. requested 60 days for faulty design.

Agree. I recommend that no (0) days be allowed prior to the partial suspension. This is subject to reconsideration if the original design proves to be in error.

C) Additional time to modify the Detour Structure.

The modifications to the Detour Structure were made during the fall of 1983. Some additional payment was made for the removal of the modifications during the summer of 1985. The work was performed almost entirely with workmen not otherwise employed on the project. No other work was directly affected by the detour structure work.

Not on ritical path.

Ross Bros. requested 20 days to modify the Detour Structure.

I recommend no (0) additional time for this work.

D) Additional time to widen Marion Street.

The Marion Street widening work was performed during the fall and early winter of 1985. The Extra Work Order was approved June 3, 1985. Shortly thereafter Ross Bros. was instructed to begin this work. (When they complained that they could not afford to take their regular workmen off the original contract work, they were instructed to bring in other workers.) Ross Bros. found various reasons to delay the commencement of this work for the balance of the summer.

Not on ritical path

The work was performed at some additional cost to the State during times when weather made work on the original contract work unproductive.

The paving of the top lift of A.C. was delayed until the Spring of 1986. The paving work was performed by workmen not otherwise employed on the project and was located adjacent to the primary contract work area. Therefore other contract work was not affected.

Ross Bros. requested 20 days for the Marion Street Widening.

I recommend no (0) additional time for this work.

E) Additional time to clean, patch, and paint the existing off ramp.

SB onto Front S

The off ramp work was performed during the Fall, Winter, and Spring of 1985-1986. The Extra Work Order was approved September 11, 1985. Shortly thereafter Ross Bros. was instructed to begin this work.

ot on itical path.

The work was performed when other contract work was not available for the workmen and therefore had no affect on the other contract work.

Ross Bros. requested 40 days for work on the existing off ramp.

I recommend no (0) additional time for this work.

July 25, 1986 letter:

A) Revised Signing Price Agreement.

Ross Bros. was given notice to proceed with this work by letter (written October 21, 1985). On-site work was not started until August 18, 1986.

This work is estimated to be completed in about 10 days including weekends. The on site work is being performed during a suspension of the Contract Time and is therefore ineligible for consideration in a Time Extension Request.

Ross Bros. requested 60 days for work on the signing changes.

I recommend no (0) additional time for this work.

B) Force Account work for grinding A.C.

Grinding to correct the ride and drainage at and in the area of the detour connection to the Marion Street bridge was performed from July 22, 1986, thru August 3, 1986 including the weekend of 8-2-86 and 8-3-86 when no work was performed. The grinding was required to remove the remaining pavement from the overlay that was put on the detour structure as an addition to the contract.

Ross Bros. claim that they were unable to schedule a diamond blade grinder prior to the July 22, 1986 date. I have no clear way to prove otherwise.

I recommend that all of the time from July 9, 1986 thru August 3, 1986 be granted. The extension recommended for Holiday suspensions would cover the time from July 1, 1986 thru July 8, 1986. Major punch list work was being performed from July 1, 1986 thru July 10, 1986, which included a minor amount of extra work. Thereafter, no work was performed except on the water line until the arrival of the grinder on July 22, 1986.

Ross Bros. requested 14 days for the grinding work.

I recommend that twenty six (26) days be allowed for the grinding.

No. Recommend 24 days — July 9, 1986 thru Aug 1, 1986.

In summary, I recommend that 8 days be granted for the period of July 1, 1986 thru July 8, 1986 for the suspensions and that 26 days be granted for the period of July 9, 1986 thru August 3, 1986 for the grinding. This comes to a total of 34 days.

2

I recommend that the time from August 4, 1986 thru August 14, 1986, 11 days, be withheld from judgement pending resolution of the water line problems.

[illegible] days

CO Fredrickson

CC: OB Jackmond

Region agrees with the Project Manager (essentially).

With the suspension due to the waterline effective 8-14-86, there would be 45 days liquidated damages. Region recommends 8 days for the holiday suspensions, plus 24 days for the grinding, for an adjustment of 32 calendar days.

There would remain 13 days of liquidated damages. I recommend your concurrence.

Ken Husby 8-25-86

I concur with Region and recommend a 32 C.D. time Extension.

R. B. Jackmond

CL 1986-0113

9541

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 5, 1986

IN REPLY REFER TO
FILE NO.:
CON-5
#9541

Bolliger, Hampton & Tarlow
1600 S.W. Cedar Hills Blvd.
Suite 102
Portland, OR 97225

Attention: Bruce Lee Schafer

We have received your letter, with attached Notice of Claim from J. C. Drilling & Contracting Co., against the following Highway Division contract:

FILED BY:	J. C. Drilling & Contracting Co.
AMOUNT:	$22,414.94 plus interest
FOR:	Drilling and blasting
AGAINST (Prime contractor)	Ross Bros. Construction Inc.
CONTRACT NO.:	9541
PROJECT:	Willamette River (Center St.) Bridge, Willamina-Salem Highway, Polk and Marion Counties
SURETY:	Safeco Insurance Company of America
AGENT:	K L & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

cc: Ross Bros. Construction Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

February 21, 1986

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
JOHN S. CAVANAGH
BRUCE L. SCHAFER
E. ANDREW JORDAN
KATHERINE M. ZELKO

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELECOPIER: (503) 641-2991

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Re: Willamette River (Center Street) Bridge
Ross Bros. Construction, Inc.
Subcontract with J.C. Drilling & Contracting Co.

Gentlemen:

Enclosed please find Notice of Claim for labor, materials and equipment furnished on the above referenced project. Also enclosed is a copy of the Notice which I request you file stamp and return to me in the enclosed self-addressed stamped envelope.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

LAS/lm/20670
Enclosure

cc: w/encl. J.C. Drilling & Contracting
Ronald E. Wiss
Safeco Insurance Co. of America

RECEIVED
STATE HWY ENGR
FEB 24 '86
REFER TO
FOR

Info	Invc	R/D	D/R	Sign	Act	File

Orig. to Commission Services
Cy Sollis
Construction
Files
2/24

NOTICE OF CLAIM

TO: Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Re: Willamette River (Center Street) Bridge
Ross Bros. Construction, Inc.
Subcontract with J. C. Drilling & Contracting Co.

Notice is hereby given that the undersigned, J. C. Drilling & Contracting Co., has a claim for drilling and blasting furnished by J. C. Drilling & Contracting Co. in the sum of $22,414.94, plus interest at 1% per month from June 29, 1983 against the bond taken from Safeco Insurance Co. of America, as surety, and Ross Bros. Construction, Inc., as principal, for the work on Center Street, Willamette River Bridge, Contract No. 9541.

J. C. DRILLING & CONTRACTING CO.

JERRY CURREY, President

ic

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Polk and Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 6 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE May 10, 1985
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Construct and install a special directional sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-10-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 17 is approved to a TEC of $268.00;
Federal Funds $214.00.

14. DATE 1/3/86
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Oct 14, 1985

Mr Robert Gormsen
Secretary Highway Commission
Room 112
State Highway Transportation Bldg.
Salem, Oregon 97310

Dear Sir

Pursuant to my earlier letters of April this year please be advised that our account with Ross Brothers in the amount of $109.65 todate has not been paid.

The new bridge is almost completed therefore I felt I should bring this to your attention

Sincerely
Garth McBride
C&S Equipment Co Inc.

9541
~~9291~~

Ross Brothers Bridge file.

Salem Bridge.

contract # 8083

C & S Equipment Co.
SALES-SERVICE-REPAIR
SMALL ENGINE
POWER EQUIPMENT
908 EDGEWATER STREET, N.W.
SALEM, OREGON 97304

RECEIVED
OCT 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Secretary Highway Commission
Room 112
State Highway Transportation Bldg.
Salem, Oregon 97310

Dear Sir

Pursuant to my earlier letter of April this year please be advised that our account with Shuff Brothers in the amount of $109.65 todate has not been paid.

The new bridge is almost completed therefore I felt I should bring this to your attention

Sincerely
Garth McBride
C&S Equipment Co Inc.

9541
~~9291~~

Ross Brothers Bridge file.

Salem Bridge.

contract
8083

C & S Equipment Co.
SALES-SERVICE-REPAIR
SMALL ENGINE
POWER EQUIPMENT
908 EDGEWATER STREET, N.W.
SALEM, OREGON 97304

RECEIVED
OCT 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bob -
Claim has been filed - Shall we just file this in contract files.
Fran

YES
R

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Mation, Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR

orig
5/23

7. DATE AUTHORIZATION EFFECTIVE 4-15-85

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
WILLAMETTE RIVER (CENTER STREET) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated May 9, 1985 this will confirm the advance approval date of April 15, 1985, contingent upon modification of Project Agreement if additional funds are required, to proceed with the City of Salem's water main adjustment on an actual cost basis estimated to be $3,538; Federal Funds $2,830.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

14. DATE 5-22-85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Walt Hart, C. O. Fredrickson, W. G. Anhorn, D. O. Christensen, L. E. George, Bill Piete

DATE: April 30, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Willamette River (Center Street) Bridge

FHWA has asked that we submit modified project agreements on the subject projects to reduce the balance of obligated discretionary HBR funds so the unobligated funds may be released to FHWA headquarters. The enclosed list shows what I believe are the current total estimated participating costs, and the federal share of those costs for each project.

Please review the estimates to ensure their accuracy and note any omissions you may be aware of. I would like to be able to respond to FHWA by May 13, 1985.

LGB:pf
Enclosure

cc: E. S. Hunter
R. N. Bothman
W. E. Schwartz

REFERRED TO
NEM Mann .... Cano .... Henry
.... Dayton .... Eriksen .... Gettis
.... Baker .... Anderson ....
.... King .... Bedford .... Leu ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

Does P.E. estimate for bike ramp look OK for us and Bridge?

Rick/M. Anderson –
Please review PE & Constr. est. for landscaping & Bicycle Ramp. and return to me by May 9TH
Thanks
Doc

1 ..... LDE Doc
2 ..... FDE K
..... LE .....
..... SE .....
..... FPC .....
3 ..... PDE C
..... LFE .....
..... GTE .....

RECEIVED
[illegible]
ROAD DESIGN SECTION

..... BPC .....
..... FDS .....
..... CAD .....
....
....
Copy All .....
Return To .....
B/U .....

Final Design work very minimal.
Backstrand Has taken care of Engring for Bridge work
NEM

5/9/85
Gary –
Looks ok to us.
Doc
sent

11-123-1387

		TEC *	FF
Willamette River (Center Street, Salem)	P.E.		
BRF-47(9)	Expended to Date	$ 656,590	
	Additional P.E. for Landscape	5,000	
	Additional P.E. for Bicycle Ramp	34,100	
		$ 695,690	$ 556,552
Willamette River (Salem) Bridge	R/W		
BRF-47(12)	Expended to Date	$ 1,078,543	$ 862,827
Willamette River (Center Street) Bridge	Const.		
BRF-47(16)	Total Estimated to Complete 1/	$14,573,051	
	Additional for Landscape	120,000	
	Additional for Slope Paving	27,000	
		$14,720,051	$11,776,040
Willamette River (Center Street) Bridge	Bicycle Ramp		
	Construction	$ 285,000	
	40% E & C	115,000	
		$ 400,000	$ 320,000

* Total Estimated Participating Costs.

1/ See attached breakdown of Contract Costs.

LGB:pf:4-30-85

BRF-47(16)
Willamette River (Center St.) Bridge

Contract Items		$12,717,031
Anticipated Items		242,450
Contingencies:		
PA's thru 26	$306,057	
FA's thru 9	65,848	
Marion St. Widening	85,000	
Sig. Rev. Net Increase	10,000	
Debris (Claim)	6,000	
Riprap (Claim)	49,000	
	$521,905	521,905
Engineering		1,250,000
Nonparticipating		(158,335)
TOTAL Estimated Amount to Complete (Participating)		$14,573,051

Per phone conversation with Chuck Hemenway on 4/18/85.

LGB:pf
4/19/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Main Adjustment
City of Salem
Willamette River (Center St.)
Bridge Section
Willamina-Salem Highway
Marion & Polk Counties
Project No. BRF-47(16)

RECEIVED
STATE HWY ENGR
MAY 13 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Salem's water main facilities dated April 30, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 15, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,538.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry Miller

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Walt Hart, C. O. Fredrickson, W. G. Anhorn, D. O. Christensen, L. E. George, Bill Piete

DATE: April 30, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Willamette River (Center Street) Bridge

FHWA has asked that we submit modified project agreements on the subject projects to reduce the balance of obligated discretionary HBR funds so the unobligated funds may be released to FHWA headquarters. The enclosed list shows what I believe are the current total estimated participating costs, and the federal share of those costs for each project.

Please review the estimates to ensure their accuracy and note any omissions you may be aware of. I would like to be able to respond to FHWA by May 13, 1985.

LGB:pf
Enclosure

cc: E. S. Hunter
R. N. Bothman
W. E. Schwartz

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
MAY 1 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1397

		TEC *	FF
Willamette River (Center Street, Salem)	P.E.		
BRF-47(9)	Expended to Date	$ 656,590	
	Additional P.E. for Landscape	5,000	
	Additional P.E. for Bicycle Ramp	34,100	
		$ 695,690	$ 556,552
Willamette River (Salem) Bridge	R/W		
BRF-47(12)	Expended to Date	$ 1,078,543	$ 862,827
Willamette River (Center Street) Bridge	Const.		
BRF-47(16)	Total Estimated to Complete 1/	$14,573,051	
	Additional for Landscape	120,000	
	Additional for Slope Paving	27,000	
		$14,720,051	$11,776,040
Willamette River (Center Street) Bridge	Bicycle Ramp		
	Construction	$ 285,000	
	40% E & C	115,000	
		$ 400,000	$ 320,000

* Total Estimated Participating Costs.

1/ See attached breakdown of Contract Costs.

LGB:pf:4-30-85

BRF-47(16)
Willamette River (Center St.) Bridge

Contract Items		$12,717,031
Anticipated Items		242,450
Contingencies:		
PA's thru 26	$306,057	
FA's thru 9	65,848	
Marion St. Widening	85,000	
Sig. Rev. Net Increase	10,000	
Debris (Claim)	6,000	
Riprap (Claim)	49,000	
	$521,905	521,905
Engineering		1,250,000
Nonparticipating		(158,335)
TOTAL Estimated Amount to Complete (Participating)		$14,573,051

Per phone conversation with Chuck Hemenway on 4/18/85.

LGB:pf
4/19/85

April 19, 1985

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

CON 5
#9541

Attention: R. f. Ross

Gentelmen or Ladies:

On April 8, we received a letter from C & S Equipment Company of Salem. They stated that Scharff Brothers had a past due bill of $109.05.

They asked that we file a claim against the contractor's bond.

From this letter, we assumed that Ross Bros. was the prime. As you know, we are obligated to file a claim when requested to do so.

I am very sorry if this incident has caused your firm any inconvenience or hurt.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:js

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

April 15, 1985

Department of Transportation
Transportation Building
Salem, OR 97310

Atten: Robert W. Gormsen

Gentlemen:

In regard to your letter dated April 11, 1985 we wish to advise you that we have not had Scharff Brothers Construction on our project at the Center St. Bridge.

I believe if you read Mr. Brodies letter your will see that he is making reference to Hamilton Construction's job.

This letter is to advise you that this lien should never have been put on our job and in the future we will have no relationship with C & S Equipment. A copy of this correspondence to C & S Equipment will serve notice to them to close our account as we will no longer be needing their services.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

R K Ross

R. K. Ross, President

RKR:lb
cc: C & S Equipment
K L & K Associates

4-19-85
called Mr Brodie
[illegible] not on Contract
9341 ~~[illegible]~~ claim
filed in this

RECEIVED
APR [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dept of Transportation
Robert W Gormsen, Secretary
438 Highway Transportation Bldg
Salem, Oregon 97310.

Dear Sir:

We acknowledge receipt of your letter of april 11, 1985 and we thank you for your sincere cooperation, we will indeed advise you as to when the lien claim has been paid.

We also are in receipt of Mr Ross's letter of april 16, 1984. Our letter did not make reference or connect Schaffs brothers with Hamilton Construction as applied.

We never did business with Schaff Brothers until Ross Brothers came on the ~~job~~ at the Center Street Bridge.

The men from Schaffs have indicated to us they were working on the bridge for Ross Brothers and I believe they have both the same addresses and are connected thru relationships

Sincerely
Garth M Brodie
Prop & owner

RECEIVED
APR [illegible] 1985

Salem, Oregon 97310.

Dear Sir:

We acknowledge receipt of your letter of April 11, 1985 and we thank you for your sincere cooperation, we will indeed advise you as to when the lien claim has been paid.

We also are in receipt of Mr Ross's letter of April 16, 1984. Our letter did not make reference or connect Scharffs brothers with Hamilton Construction as applied.

We never did business with Scharff Brothers until Ross Brothers came on the ~~job~~ at the Center Street Bridge.

The men from Scharffs have indicated to us they were working on the bridge for Ross Brothers and I believe they have both the same addresses and are connected thru relationship.

Sincerely

Garth M Brodie
Prop & owner
C&S Equipment Co.

RECEIVED
PER
SERVICES

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 16, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Main Adjustment
City of Salem
Willamette River (Center St.) Bridge Section
Willamina-Salem Highway
Marion & Polk Counties
Project No. BRF-47(16)

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their water main facilities in conflict with this project as of April 15, 1985 is requested. An estimate of cost is being prepared by the City. Preliminary estimate of cost is $3,500.00. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 15, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
William H. Piete
Jerry J. Miller

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
FOR

Info	Insp	R/D	D/M	Sign	Act	File

Form 734-3122

CL 1985-0080

FILED
APR 15 1985
BARBARA ROBERTS
SECRETARY OF STATE

April 11, 1985

C & S Equipment Company
908 Edgewater Street N.W.
Salem, OR 97304

CON 5
#9541

Gentlemen or Ladies:

This will acknowledge your letter dated April 5, 1985, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	C & S Equipment Company
AMOUNT:	$109.05
FOR:	Equipment repair
AGAINST (Prime contractor)	Ross Bros. Construction Inc.
SUBCONTRACTOR	Scharff Brothers Construction Company
CONTRACT NO.:	9541
PROJECT:	Willamette River (Center Street) Bridge, Willamina-Salem Highway, Polk and Marion Counties
SURETY:	Safeco Insurance Company of America
AGENT:	K L & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5-9-85

RECEIVED
APR [illegible]
[illegible]

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Brothers Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
APR [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 5, 1985

Contract 9541

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Robert Gormsen
Secretary, Highway Commission
Room 112
State Highway Transportation Bldg
Salem Oregon 97310

Dear Sir.

Please excuse the long-hand provided by this letter but as a small business man trying to hold down costs it becomes necessary.

As suggested by our attorney in order to keep our legal fees to a minimum we are petitioning your office regarding the following:

We have an expressed mechanics leen against Scharff Brothers Construction Company for repair of a Homelite cut off saw in the amount of $109.65. Attached is a copy of the service order with their representatives signature authorizing repair & acknowledging the lien.

To be brief the saw would not run, it needed a new carberator. The saw casing had been broken prior to this and had been mended by a sealing compound. An air leak was prevelant by this situation. The saw had to be primed then the carb to start from a cold start as a result of this and would then run continuously.

Since the bridge has been under construction we have prided ourselves in getting equipment to the contractors back fast to save money & time. We received an acknowledgement

[illegible]

tate Highway Transportation Bldg
Salem Oregon 97310

APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Sir.

Please excuse the long hand provided by this letter but as a small business man trying to hold down osts it becomes necessary.

As suggested by our attorney in order to keep our legal fees to a minimum we are petitioning your office regarding the following:

We have an expressed mechanics lien against Scharff Brothers Construction Company for repair of a Homelite cutoff saw in the amount of $109.65. Attached is a copy of the service order with their representatives signature authorizing repair & acknowledging the lien.

To be brief the saw would not run, it needed a new carberator. The saw casing had been broken prior to this nd had been mended by a sealing compound. An air leak was prevelant by this situation. The saw had to be primed then the carb to start from a cold start as a result of this and would then un continuously.

Since the bridge has been under construction we have rided ourselves in getting equipment to the contractors back fast to save money & time. We received an acknowledgement rom Hamilton Construction in Eugene to this affect. We have lso served Ross Brothers as well as Scharff which I nderstand are related with good service & timely repairs

It is my understanding these construction jobs supervised by the state are bonded and that monies can be witheld until all bills are paid.

This bill is now 60 days old and we have not received any money from our statements.

Your assistance and corporation would be greatly appreciated

Sincerely

G M Brodie Pres & Owner

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EQUIPMENT CO

581-4451 908 EDGEWATER N.W. SALEM, OREGON 97304 362-5966

SALES • SERVICE • REPAIR • RENTALS
"WE SERVICE WHAT WE SELL"
364-1541

SERVICE ORDER No. 687108

INVOICE DATE 1/30/85

OWNER NAME	Seliaeff Brothers	ENGINE/TRANS. MODEL NO.	NAME OF EQUIPMENT Cut-off Saw
STREET ADDRESS	150 Chelsea Rd NE	TYPE OR SPEC. NO. HOURS	TYPE OF EQUIPMENT XL994
CITY	Salem Oregon STATE & ZIP 97103	SERIAL/CODE NO.	EQUIP. MODEL & SERIAL NO.
DATE REC'D 1/30/85	DATE PROMISED	CUSTOMER PHONE NO.	DEALER PICKUP/DELIVERY ☐ / CUSTOMER DELIVERY/PICKUP ☐

TUNE-UP ☐	INSTALL SHORT BLOCK ☐	CHECK CARBURETION ☑	CHECK STARTER ☐	IDLE SPEED RPM	WARRANTY INSPECTION ☐
OVERHAUL ☐	LUBRICATE CHASSIS ☐	CHECK CHARGING CIRCUIT ☐	CHECK IGNITION ☐	TOP SPEED RPM	DATE OF PURCHASE
REPAIR AS NEEDED ☑	CHANGE ENGINE OIL ☐	CHECK SAFETY INTERLOCK ☐	CHECK COMPRESSION ☐	BLADE LENGTH	DATE OF FAILURE
REPLACE ENGINE ☐	SHARPEN BLADE ☐	CHECK AIR CLEANER ☐	CHECK ENG. COOLING ☐	BLADE-STOP TIME sec.	ESTIMATE $ REQUESTED ☐

COMMENTS Gas not [illegible] in Carb. — They [illegible] Badly. Saw will not start at all.

PART NUMBER	DESCRIPTION	QTY	UNIT PRICE	AMOUNT
54622B	Filter Air	1		4 95
69343	Filter Fuel	1		95
42008P	Carburetor	1		47 15
				53 05
			TOTAL ▶	

Tried Carb Kit First. Carb Defective.
Replaced Carburetor 2 Hrs.

Charge it

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERVICE SUMMARY	
MATERIALS	53 05
LABOR	56 00
GAS, OIL, LUBE	
PICK UP DELIVERY	
SUB TOTAL	
TAX	
TOTAL AMOUNT	109 05

PLEASE NOTE

While the manufacturer may warrant the goods sold to the customer, we make no warranties, express or implied, including any implied warranties of merchantability or fitness, with respect to such goods.

Not responsible for loss or damage in case of fire, theft or any other cause beyond our control.

I hereby authorize the above repair work to be done along with the necessary material and hereby grant you and your employees permission to operate the [illegible] for the purpose of testing [illegible] An express mechanic's lien is [illegible] on above [illegible] to secure the [illegible] thereto.

X Steve [illegible]
AUTHORIZED SIGNATURE

I FULLY UNDERSTAND THE PURPOSES OF THE SAFETY DEVICES ON THIS LAWN MOWER AND REQUEST THAT THEY NOT BE REPAIRED OR REPLACED AND I WILL ASSUME RESPONSIBILITY FOR AND HOLD YOU HARMLESS FROM ANY INJURY THAT MAY RESULT THEREFROM.

X SIGNED
AUTHORIZED SIGNATURE

Center St. Br. 12/17/84

$192,000 in Contingency fund

$85,000 est. for PW to realign Morris St between Liberty and Commercial and put Lt turn ln from Morris to Commercial

$10,000 additional for Signal @ Intersection, Morris St. off Ramp and Commercial St

$50,000± in Claims pending

Center Street Funds are Discretionary + State Admin.

30

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: December 10, 1984

FROM: T. W. Litchfield
Region 2 Construction Engineer

SUBJECT: ROSS BROTHERS' CLAIM
WILLAMETTE RIVER (CENTER STREET)
WILLAMINA-SALEM HWY.
POLK AND MARION COUNTIES
CONTRACT #9541

Versteeg
Anderson
Adams
Z [illegible]
Edwards
[illegible]
Trout
Wekerle

RECEIVED
ROAD DESIGN SECTION

1 Duane
Doc
Do Not File
Return To
Bring Up
Action

On September 5, 1984, the following people met in my office to discuss a claim for additional compensation for excavation for rip rap on the above captioned project. Representing the Ross Brothers Construction, Inc.: Steve Ross, Dave Cresorial and Steve Hansen. Representing the State Highway Division: Art Gottfried, Lee Franklin, Ted Litchfield.

The issue is with regard to the interpretation of Section 203 of the Standard Specifications (Red Book) and the Special Provisions for this project. The contractor insists that rip rap excavation requires the State to pay for all excavation actually performed at Piers 3, 4, and 5, and the State's position is that the excavation is limited to payment on a 1:1 slope as shown on the construction plans.

The contractor argues that the fact this work was included in Section 203, Excavation and Embankment for Roadways, requires the State to pay as set forth in Section 203.05, which states in part: "...excavation of the following will not be classified as pay excavation: (A) Overbreak from the sides of excavation except in cases where the engineer determines that such overbreak was unavoidable..." Section 203.06 of the Special Provisions adds: "Rip rap Excavation on this project shall comprise all pay excavation of materials at Piers 3, 4, and 5 of the river spanned as indicated on the Plans and elsewhere as the engineer may determine necessary to provide a suitable foundation for the placement of rip rap material..." The contractor argues that the overbreak, to about a 4:1 slope of the riverbed when excavating for the rip rap, was unavoidable and therefore should be paid by the State. The State argues that the pay limits shown on the Construction Plans limit the pay excavation to a 1:1 slope, and any additional excavation made by the contractor to provide for the rip rap, unless ordered by the engineer, is not to be paid for by the State.

Contains Recycled Materials

I informed them that I interpreted the Specification to limit the pay excavation to a 1:1 slope, but there appeared to be some weakness in our specification, since it was included in Section
203, rather than Section 251, Structural Excavation and Backfill for Bridges.

Attached hereto you will find their claim, dated November 26, 1984, for the excavation of 7,000 cubic yards of material, which in their view is worth $50,000. In my view the specifications as written is inappropriate for the work contemplated, and the contractor definitely has an arguement. In past practice we have paid for excavation to a stated neat line as shown on the plans, but this is usually done in conformance with Section 251, rather than Section 203.

Although I recommend we do not pay the contractor for this claim, I feel that on future projects we should be more specific in our intent as to what the contractor will be paid for in this circumstance.

TWL:jn

cc: Steve McNab
Art Gottfried

30

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: December 3, 1984

FROM: T. W. Litchfield
Region 2 Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

Dor
/ Duane

RECEIVED
ROAD DESIGN
SECTION

2 TEB

SUBJECT: ROSS BROTHERS' CLAIM
WILLAMETTE RIVER (CENTER STREET)
WILLAMINA-SALEM HWY.
POLK AND MARION COUNTIES
CONTRACT #9541

On September 5, 1984, the following people met in my office to discuss a claim for additional compensation for excavation for rip rap on the above captioned project. Representing the Ross Brothers Constructon, Inc.: Steve Ross, Dave Cresorial and Steve Hansen. Representing the State Highway Division: Art Gottfried, Lee Franklin, Ted Litchfield.

The issue is with regard to the interpretation of Section 203 of the Standard Specifications (Red Book) and the Special Provisions for this project. The contractor insists that rip rap excavation requires the State to pay for all excavation actually performed at Piers 3, 4, and 5, and the State's position is that the excavation is limited to payment on a 1:1 slope as shown on the construction plans.

The construction argues that the fact this work was included in Section 203, Excavation and Embankment for Roadways, requires the State to pay as set forth in Section 203.05, which states in part: "...excavation of the following will not be classified as pay excavation: (A) Overbreak from the size of excavation except in cases where the engineer determines that such overbreak was unavoidable..." Section 203.06 of the Special Provisions adds: "Rip rap Excavation on this project shall comprise all pay excavation of materials at Piers 3, 4, and 5 of the river spanned as indicated on the Plans and elsewhere as the engineer may determine necessary to provide a suitable foundation for the placement of rip rap material..." The contractor argues that the overbreak, to about a 4:1 slope of the riverbed when excavating for the rip rap, was unavoidable and therefore should be paid by the State. The State argues that the pay limits shown on the Construction Plans limit the pay excavatin to a 1:1 slope, and any additional excavation made by the contractor to provide for the rip rap, unless ordered by the engineer, is not to be paid for by the State.

I informed them that I interpreted the Specification to limit the pay excavation to a 1:1 slope, but there appeared to be some weakness in our specification, since it was included in Section 203, rather than Section 251, Structural Excavation and Backfill for Bridges.

Contains Recycled Materials

Attached hereto you will find their claim, dated November 26, 1984, for the excavation of 7,000 cubic yards of material, which in their view is worth $50,000. In my view the specification as written is inappropriate for the work contemplated, and the contractor definitely has an arguement. In past practice we have paid for excavation to a stated neat line as shown on the plans, but this is usually done in conformance with Section 251, rather than Section 203.

Although I recommend we do not pay the contractor for this claim, I feel that on future projects we should be more specific in our intent as to what the contractor will be paid for in this circumstance.

TWL:jn

cc: Steve McNab
Art Gottfried

[illegible]
Please send a
copy to [illegible]
[illegible] in Br. [illegible]
[illegible] Thanks

30

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1984

FILE: CON 5
27-1008

FROM: Chuck Hemenway
Art Gottfried
Project Manager

TO: Ted Litchfield
Region Construction Engineer

SUBJECT: Willamette R. (Center St.) Bridge
Willamina - Salem Highway
Polk & Marion County
Contract No. 9541

Riprap Excavation

REGION 2 OFFICE
RECEIVED
NOV 30 1984
RLO..... RQS.....
RE ..... [✓ RCE] ..... [✓ RMF] ..... ROM ✓
RTS ..... RLS..... RPC..... RFS.....
RUS..... RG ..... RSR.....

Attached are letters from Peter Kiewit Son's Co. and Ross Bros. Construction, Inc. dated 11-19-84 and 11-26-84 respectively.

These letters indicate their intent to persue the claim for over excavation for riprap. I have reveiwed the quantities, using the same sounding data, and find them to be close. Our calculations show 18,254.7 cubic yards neat section and 24,979.9 cubic yards as excavated. However, I see no reason to change our position that the pay limits were shown on the plans and the material of the stream bed was basicly as shown.

Please call if you require further information.

rdf

Enc.

cc: File

1 V

2 Duane

2 Brummitt

RECEIVED
ROAD DESIGN SECTION

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

November 26, 1984

Art Gottfried
P. O. Box 14030
Salem, Oregon 97310

Re: Willamette River (Center Street) Bridge
Contract #9541

Dear Mr. Gottfried:

Enclosed, please find a copy of Peter Kiewit Sons' letter regarding the Rip Rap excavation claim. Please be advised that we are in complete agreement with our subcontractor on this matter and will offer any assistance that may be required in the pursuit of this matter. We believe that the facts of this case speak for themselves and that an early solution to this matter is quite possible.

Yours very truly,

ROSS BROS. CONSTRUCITON, INC.

David R Crosariol

David R. Crosariol, P.E.
Project Manager

DRC:bf

Enclosure

cc: Peter Kiewit Sons'

RECEIVED
NOV 27 1984
OFFICE OF
RESIDENT ENGINEER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P.O. Box 1769
VANCOUVER, WASHINGTON 98668
Wn. Contr. Reg. #223-01-KI-EW-IP-6-378

November 19, 1984

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

RE: WILLAMETTE RIVER (CENTER STREET) BRIDGE
Willamina-Salem Highway
Polk and Marion Counties
State Contract 9541

Excavation Subcontract
Riprap Excavation
Pay Quantities - Pay Item 15

Salem Job No. 6612

Gentlemen:

Since June, various correspondence has been exchanged on this matter between our firms and the State. Also, a meeting was held with the State, on September 5, 1984, in an attempt to clarify and resolve the matter. As yet, such efforts have not concluded the matter satisfactorily. This letter restates the problem and Kiewit's position.

The situation being dealt with is that the Contractor had to excavate approximately 25,000 cubic yards of material under water to provide the excavation for the riprap blanket around each pier footing, but has only been paid for approximately 18,000 cubic yards of this excavation.

The pertinent facts in the quantity dispute are:

(a) The Contract drawings (Drawing No. 37041) depict the work as under water excavation for a defined rectangular riprap mat surrounding Piers 3, 4 and 5. The drawings indicate the excavation can be achieved at a 1:1 slope.

(b) The Contract, under water work, was identified by special pay item (Pay Item 15 - "Riprap Excavation"), as an insert to Section 203 - "Excavation and Embankment for Roadways". The estimated bid quantity for this underwater excavation was 14,000 cubic yards.

(c) The State has paid for approximately 18,000 cubic yards of excavated material. Such quantity was measured from State obtained cross-sections of actual grade and computed with the 1:1 slope depicted on the Contract drawings, rather than the actual slope achieved in the material worked. Four thousand cubic yards of the overrun came from higher actual grades than had been shown on the plans.

(d) State cross-sections verified that approximately 25,000 cubic yards of material were actually excavated for the riprap mat. Instead of the expected very dense material indicated by the borings, a loose gravely material was found with an angle of repose that was approximately 4:1. This accounted for the remaining 7,000 cubic yard quantity overrun.

We fail to understand the State's position in this matter. First, it is undisputed that the material excavated did not physically hold the 1:1 slope. Second, it is also undisputed that the natural angle of repose of the actual material excavated is about 4:1. Third, the State has recognized that the misdescription of cross-section at surface (the higher ground) is reason to justify payment, but says a like misdescription in the excavation section should somehow be given different treatment. Such position is inconsistent and makes no sense whatsoever.

As to this quantity dispute, please accept this letter as a reservation of rights, through your firm, against the State, under State Contract 9541. The reservation of rights against the State specifically includes Contractor rights as to final disputed pay quantities set out in the State Specification 109.15. We ask that your firm continue to assert such rights against the State.

Please keep us advised of all future developments. We think this matter should be resolved promptly. We offer our assistance to that end and to render any clarifications which your firm or the State may need necessary in that regard.

Yours very truly,

Steve Hansen

Steve Hansen
Area Manager

SH/mkh
cc: File

STATE OF OREGON

INTEROFFICE MEMO

TO: Art Gottfried
PROJECT MANAGER

DATE: November 21, 1984

FROM: T. W. Litchfield, P.E.
ACTING REGION 2 ENGINEER

ORIGINAL SIGNED BY
T. W. LITCHFIELD

SUBJECT: Commercial St.-Liberty St. Section
Marion Street
Willamette River (Center St.) Bridge Section
Contract No. 9541
File 27-1008

Your office prepared two proposals for improving the subject section to better accommodate traffic approaching the Marion Street bridge. Plans A and B were presented to the City for comment. The City selected Plan A as its choice and requested the state pursue the improvement.

Region Office has received conceptual approval from E. S. Hunter (see attached memo), the Construction Office, and FHWA to proceed with the project--adding the work to the current HBR funding Center Street Bridge contract by Price Agreement.

Please proceed with negotiating a Price Agreement for Plan A with the contractor and submit it through normal channels for approval.

TWL/rgb

cc: J. H. Versteeg
C. O. Fredrickson
W. H. Kappus

1 ✓

2 Duane Jon

RECEIVED
SECTION

81-125-1387

9511

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St
Zip Code 97301

November 21, 1984

Ted Litchfield, Acting Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Center Street Bridge W.O. 770319
Willamette River, Salem, Oregon
Pedestrian-Bikeway Connection to West Side of Front Street

Dear Mr. Litchfield,

This is a follow-up to Salem Mayor Sue Harris' letter dated July 11, 1984 which requested construction of a pedestrian/bikeway connection from the Center Street Bridge to the east bank of the Willamette River. The letter primarily addressed how such a connection would compliment the City's Riverfront Development Program and the City's proposed Riverfront pedestrian/bikeway system.

In September 1984 staff from the Federal Highway Administration, Oregon State Highway Division, and City of Salem met to discuss the City's request. The State and Federal Highway Agencies requested that the City provide additional justification for the proposed pedestrian/bikeway connection in terms of area wide transportation needs as well as localized riverfront-downtown users. This letter is intended to serve that purpose.

BIKEWAY SYSTEM

Please refer to the vicinity map following this letter, Exhibit A showing Salem's new river bridge system and Exhibit B showing the bikeway trunk systems through Salem.

The Oregon State Highway Division constructed a commuter/recreational bikeway from the Willamette River along the Salem-Dallas Highway and Highway 99W to Monmouth. Users of this facility crossed the old Center Street bridge on the bridge's northerly sidewalk. The Center Street bridge replacement project includes a new ten foot wide bikeway facility on the north side of the bridge connecting to the east side of Front Street. This facility is the only bikeway crossing of the Willamette River serving the Salem area.

During 1980-81 the Front Street Bypass was constructed around the west edge of the central business district. The Front Street Bypass includes bikelanes for both the northbound and southbound bicyclist. During 1982-83 the bikeway system has been extended northerly along the North Liberty Street-Commercial Street Couplet project to Pine Street. The Salem Parkway and Chemawa Interchange projects which were constructed during 1982-84 have further extended this bikeway system northerly to Chemawa Road.

Proceeding southerly from downtown Salem, the South Commercial Street Project from Superior Street to Vista Avenue, which is now in the right-of-way requisition phase includes, on-street bikelanes along both sides. Between the downtown area and Superior Street the City is considering the removal of parking where necessary and providing on-street bicycle lanes. South of Vista Avenue, South Commercial Street has shoulders that are wide enough for bikelanes and in many location parking has already been prohibited.

Therefore, the Salem Parkway, North Liberty Street-Commerical Street Couplet, Front Street Bypass, South Liberty Street-Commerical Street Couplet and South Commercial Street create a north-south bikeway trunk system through Salem as indicated on Exhibit B.

In the east-west direction, the Center Street bridge bikeway connects to existing bikeways along the Pringle Creek Parkway and to bikeways which will be constructed with the Mission Street project from 12th Street to 24tn Street. This Mission Street project is also in the right-of-way acquisition phase. Easterly of 24th Street, Mission Street and the North Santiam Highway already have bikeways facilities.

BIKEWAY CONNECTION DEFICIENCIES

In order for these east-west and north-south bicycle facilities to function properly, there must be a good connection between them. The present Center Street bridge construction contract will provide a good connection for northbound Front Street bicyclists destined for West Salem and for eastbound bicyclists crossing the Willamette River destined for the North Salem - Keizer area.

However, the connections for southbound Front Street bicyclists destined for West Salem or for bicyclists from West Salem destined for southbound Front Street are extremely inadequate. Please refer to Exhibit C for the following deficiency explanation.

In order for a southbound bicyclist on Front Street to go to West Salem he must go two blocks south of the Center Street bridge to the traffic signal at Court Street, cross over to the east side of Front Street and proceed back northerly along

Front Street to access the Center Street bridge bikeway. For an eastbound bicyclist desiring to go south on Front Street the problem is even worse. The eastbound bicyclist coming off of the bridge must go easterly on surface level Center Street to Commercial Street where he must travel in a vehicle lane southerly two blocks to Court Street, then proceed westerly one block to Front Street and cross Front Street via the traffic signal to the bikepath along the west side of Front Street. This route is necessary because of two reasons. First the State law prohibits riding a bicycle opposing vehicular traffic on an on-street bikelane such as along Front Street. Second the Salem Revised Code (SRC 101.100) prohibits the riding of bicycles on sidewalks in the downtown area bounded by and including Front Street on the west, save and except the bridges, Cottage Street on the east, Union Street on the north, and Trade Street on the south.

In order to improve the bicycle system between southbound Front Street bicyclists to and from West Salem, a connection is needed from the Center Street bridge bikeway to a point on the west side of Front Street, west of the Burlington Northern Railroad tracks. A connection between the Center Street bridge bikeway and Water Street, as shown in sketch form following Mayor Harris' attached letter, would serve this purpose. Southbound bicyclists along Front Street would be routed along Union and Water Streets to the Center Street bridge bikeway connection. Eastbound bicyclists on the Center Street bridge would use the connection to Water Street then proceed southerly to Court Street and easterly along Court Street to Front Street.The bikeway connection between the Center Street bridge and Water Street would not only be a more direct route, but would also be much safer for the bicyclist. This is due to the fact that the bicyclist will not need to cross Front Street, and the eastbound to southbound bicyclist will not need to use the very narrow vehicle lanes on two blocks of Commercial Street.

As discussed in Mayor Harris' July 11, 1984 letter the City's current plans call for a pedestrian/bikeway along the central east bank of the Willamette River. The Center Street bridge bikeway connection to Water Street will provide a vital link to this bikeway system as described below.

FRONT STREET BARRIER
OR
CENTRAL BUSINESS DISTRICT - RIVERFRONT LINK

The major barrier presented to pedestrian and bicycle traffic by the Front Street Bypass system and the need for free-flowing access to the riverfront area from the Central Business District and West Salem has been clearly established by numerous study findings. The major findings are listed below:

1. The Central Salem Development Program adopted by the Salem City Council in December 1971 provided the framework for future development in the central area. The report specifically called for extensive riverfront development as a primary goal and proposed a riverbank pedestrian/bicycle route that should be freely accessed from the Central Business District.

2. The Front Street Project Environmental Assessment prepared in 1975 by the Oregon State Highway Division (OSHD) and the City of Salem addressed the pedestrian access issue between the Central Business District and the riverfront. They found that;

   > "Front Street with its 40,000-50,000 ADT will present a major barrier to foot and bicycle traffic desiring movement from the CBD to the riverfront. The intent of downtown and riverfront development programs is to open up the riverfront area with increased recreational and commercial utilization of the area. Unless adequate pedestrian access is provided, the Front Street project will have a strong negative impact on this development goal."

3. The Riverfront/Downtown Urban Renewal Plan was adopted by the City of Salem in May 1975. Primary objectives this plan called for;

   > "development of public areas and compatible private uses along the central east bank of the Willamette River" and "provide good pedestrian and vehicular access to the riverfront."

   A development plan exhibit map of this plan specifically shows a pedestrian/bicycle access ramp from the Center Street Bridge sidewalk to the riverfront area near the east bank of the river.

4. A consultant study completed for the City of Salem in February 1979 dealt with the feasibility of redevelopment of the central riverfront-greenway area. The study showed positive recommendations for riverfront development with a pedestrian/bicycle path along the length of the riverbank and indicated a ramp connection to the Center Street bridge sidewalk to provide access from the Central Business District, as part of the recommended development plan.

Specifically, the 157 page report concluded with respect to pedestrian access:

> "Three possible locations were considered for the walkway. It could extend across Front Street at: 1) Chemeketa Street; 2) Center Street; and/or at 3) Marion Street.
>
> A walkway at Center Street would be the preferable location. A Center Street aerial walkway would provide access/egress from the center of the Retail Core to the center of the project site. It could be constructed in conjunction with the improvement of the Center Street Bridge. This would eliminate the need to construct another free-standing above-ground structure that would further "congest" the environment. Additionally, an aerial walkway built as a part of the Center Street Bridge should be significantly less costly than building an entirely new, free-standing aerial walkway. By constructing the walkway at the Center Street Bridge, it would be likely that funding for the walkway can be met through monies available for the bridge improvements. Finally, an aerial walkway built as a part of the bridge would also enhance access to the site from West Salem.
>
> The other locations considered for the aerial walkway are less desireable. A Chemeketa Street location is less centrally located; is relatively close to the Court Street crossing; and would require that a longer span be built so that it would also cross over the off-ramp coming off of the Center Street Bridge.
>
> An aerial walkway at the Marion Street Bridge would be located at the northern end of the project site and the Retail Core and, therefore, is not as suitable as a Center Street location. Also a pedestrian crossing with a traffic light is located at the intersection of Front Street and the Front Street Bypass, just about one and one-half blocks to the north of Marion Street. This makes a Marion Street aerial walkway less necessary.
>
> In conclusion, an aerial walkway built in conjunction with the Center Street Bridge appears to be the most practical alternative to enhancing pedestrian access/egress to the center of the project site."

5. In 1980 downtown redevelopment was well along on its desired path and the City's attention then focused on the riverfront with a bias towards implementation. At that time the City owned the major portion of riverfront land adjacent to the core area and began the process to acquire the remaining portions, with the exception of the Boise Cascade properties south of Court Street. In this regard the Mayor appointed a citizens committee comprised of 19 members, to formulate an implementable land use/development plan for the central riverfront area. The resulting study report recommended extensive mixed-use development including such public improvements as a top-of-bank pedestrian/bicycle pathway system. Access to the CBD was stressed. The City Council adopted this report on August 1981 as the City's position on riverfront development.

   The acquisition of remaining properties started in 1983 and as of October 1984 the City owns all riverfront land from Marion to Court Streets with the exception of one parcel which is in the condemnation process.

6. In early 1984 the Salem Mayor met with the Boise Cascade President to determine if there was a possibility for the City to acquire property from Boise Cascade in order to open up the riverfront area for redevelopment. As a result negotiations for this purpose have been going on since February 1984.

   The final agreement calls for the City to acquire land owned by Boise Cascade Corporation along the riverfront, including its Container Plant Building. In exchange for the property, the City will relocate the Container Plant operation and perform certain demolition operations.

   More specifically the City will receive approximately 11.8 acres, including 1,400 feet of river/slough frontage, an 87,000 square foot building (the Container Plant) and the promontory at the confluence of Pringle Creek and the Willamette Slough.

   The City will construct a new 80,000 square foot building for the Container Plant operation on approximately 15 acres at the intersection of Madrona and the Southern Pacific Railroad tracks in the Fairview Industrial area. At the riverfront site, the City will demolish all the improvements west of the railroad tracks and north of Pringle Creek (the old pulp manufacturing facility) to ground level.

   The cost estimate for this project is 6.5 million. On August 27, 1984, the City Council approved the placement of a $6.5 million bond measure on the November 6, 1984 ballot for this purpose. As the record shows, City of Salem voters approved this bond measure on November 6th.

The Boise Cascade project is a high riverfront priority for the City of Salem since it will:

* Contribute approximately 11.8 acres with an 87,000 square foot building consolidating over 20 acres of City ownership along the Willamette Riverfront.

* Open up over 1400 feet of Riverfront for public access.

* Provide an opportunity for riverfront development complimenting and adding to the vitality of downtown which may include a hotel, convention center and other public and private uses.

In addition to these substantial benefits the acquisition of the Boise Cascade property allows the extention of the long planned riverfront pedestrian/bikeway southerly to a point where a bridge connection will be made to Minto Island. Continuing this route to the south provides a connection to the extensive Minto-Brown Island Park bikeway system.

7. In August 1984, the Mayor of Salem appointed a citizens committee to review and make recommendations to City Council on the redevelopment potential and future use of the total 20 acres of riverfront property which is now available as a result of the successful November 6th bond issue. The committee was composed of representatives of existing committees, neighborhood associations and citizens at large.

The Committee held intensive public hearings during September and October to gain input for its report back to City Council. The Committee's "Guidelines for Development" report was a consolidation of this public testimony. The report was presented to and adopted by City Council on October 22, 1984 as the City`s guidelines for riverfront development in the 20 acre area. The report generally called for development with a blending of public and private uses as an integral part of Salem's economic future. Specific guidelines were adopted which included the following public access requirements:

> "Extensive public access shall be provided throughout the site. Access shall be directed both to the river and to downtown;

(1) Pedestrian access across Front Street to the downtown is primary consideration.

(2) A continuous pedestrian/bicycle facility shall be provided for the length of the development, oriented to the water and the bank. This facility shall link with other similar facilities currently developed or planned, including Minto-Brown Island. It should include a connection to Wallace Marine Park and Marion Square Park."

CONCLUSION

The City of Salem is aggressively developing major north-south and east-west trunk bicycle facilities through Salem. There is a major deficiency in the connection of southbond bicyclists to and from West Salem. In addition the Front Street Bypass is a major barrier to pedestrian and bicycle traffic seeking the riverfront area from the Central Business District and West Salem. The proposed connection from the Center Street bridge bikeway to Water Street will solve these problems.

As noted in the letter from Mayor Harris the City of Salem has formally requested that the pedestrian/bicycle access ramp be designed and constructed under the existing Center Street Bridge contract. To this end the City Council has authorized City participation in the construction cost of the ramp in an amount equal to the difference between the estimated construction cost of $300,000 and the Federal/State allocation of $280,000.

Your review and approval of this request will be greatly appreciated.

Sincerely,

Ronald J. Merry

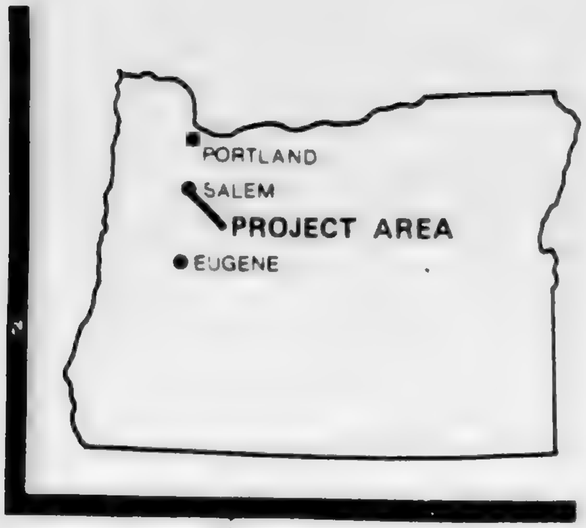
Ronald J. Merry, Director
Public Works Department

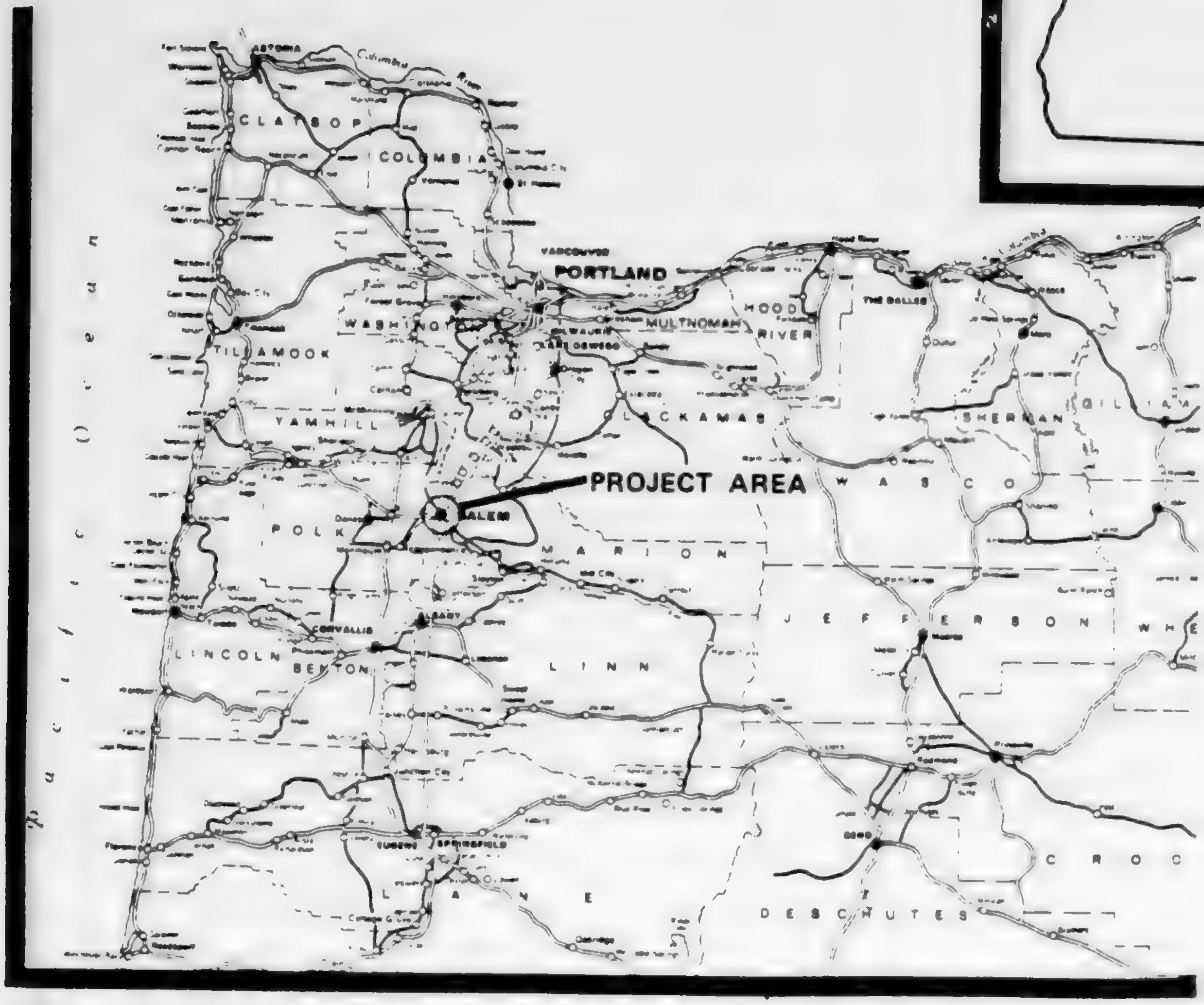
cc: Russ Abolt, City Manager
Robert Briscoe, Director, Community Development Department

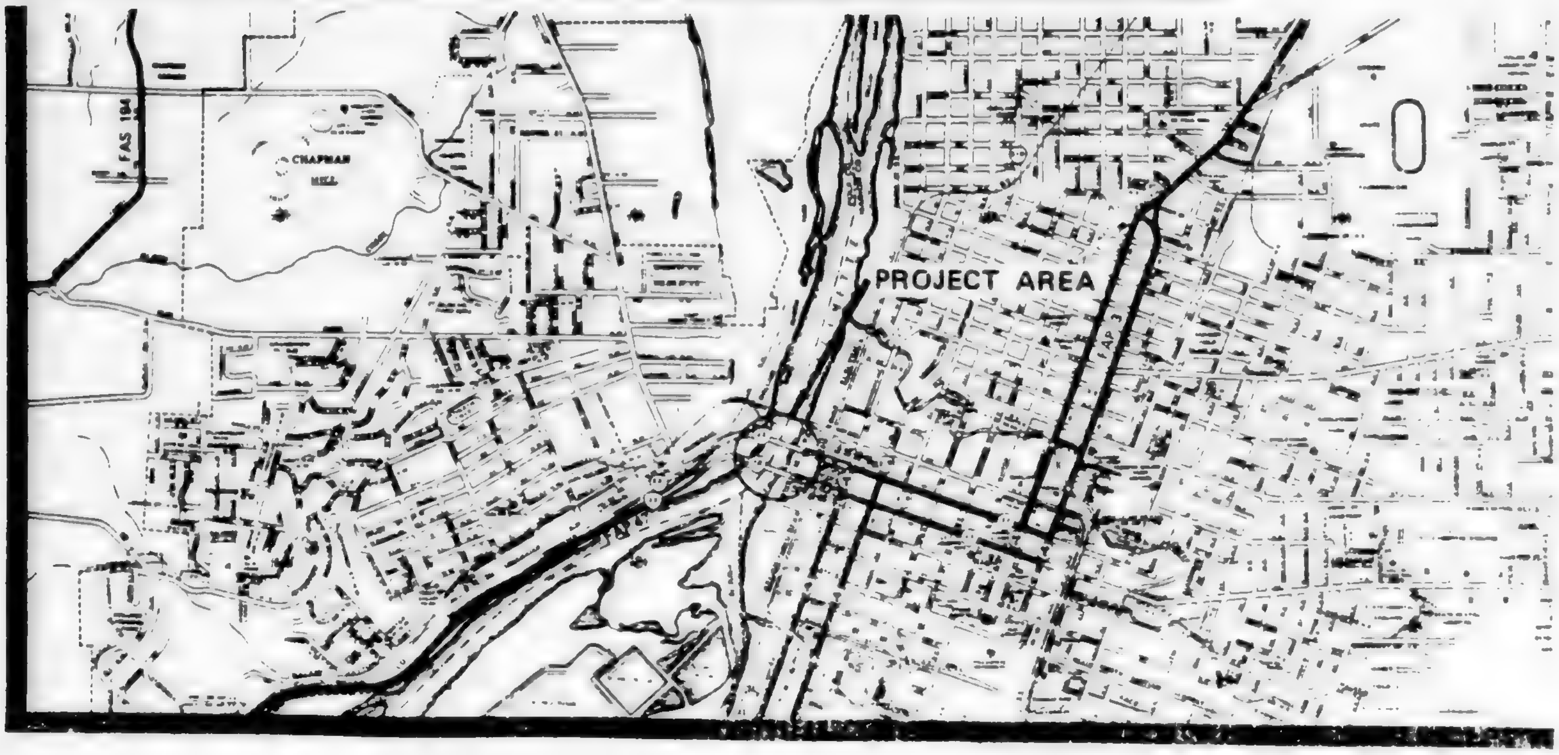
RJM/JW/RWL/jlm

Attachments

VICINITY MAP


PORTLAND
SALEM
PROJECT AREA
EUGENE


ASTORIA
CLATSOP
COLUMBIA
VANCOUVER
PORTLAND
WASHINGTON
MULTNOMAH
HOOD RIVER
THE DALLES
TILLAMOOK
CLACKAMAS
SHERMAN
GILLIAM
YAMHILL
PROJECT AREA
SALEM
POLK
WASCO
MARION
JEFFERSON
LINCOLN
CORVALLIS
BENTON
LINN
EUGENE
SPRINGFIELD
LANE
DESCHUTES
CROOK
Pacific Ocean


FAS 194
CHAPMAN HILL
PROJECT AREA

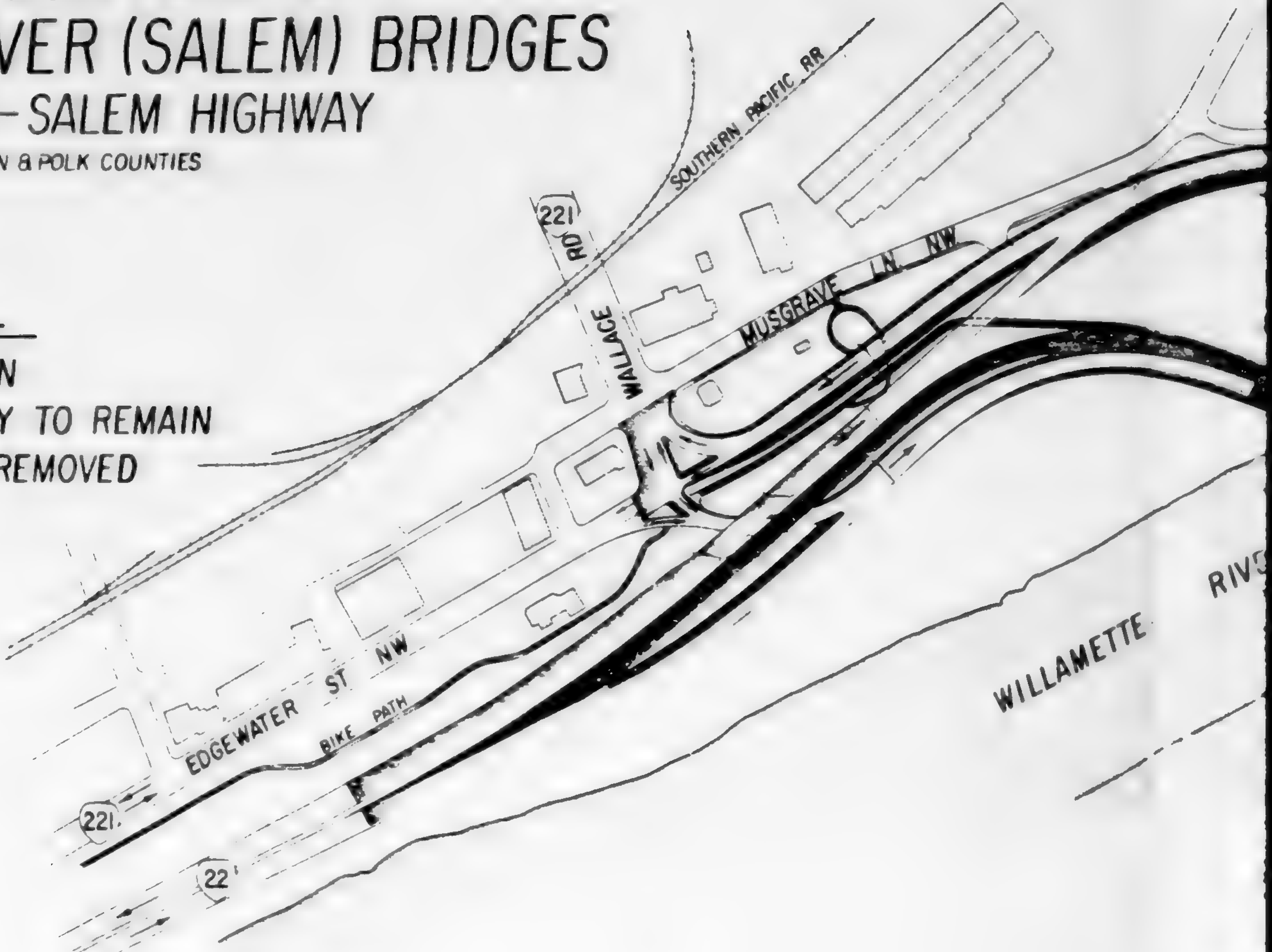
OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR — DESIGN HEARING MAP

WILLAMETTE RIVER (SALEM) BRIDGES

WILLAMINA - SALEM HIGHWAY
MARION & POLK COUNTIES

LEGEND

▬ NEW CONSTRUCTION
▭ EXISTING ROADWAY TO REMAIN
▨ ROADWAY TO BE REMOVED


SOUTHERN PACIFIC RR
221
WALLACE RD
MUSGRAVE LN NW
EDGEWATER ST NW
BIKE PATH
221
22
WILLAMETTE
RIV

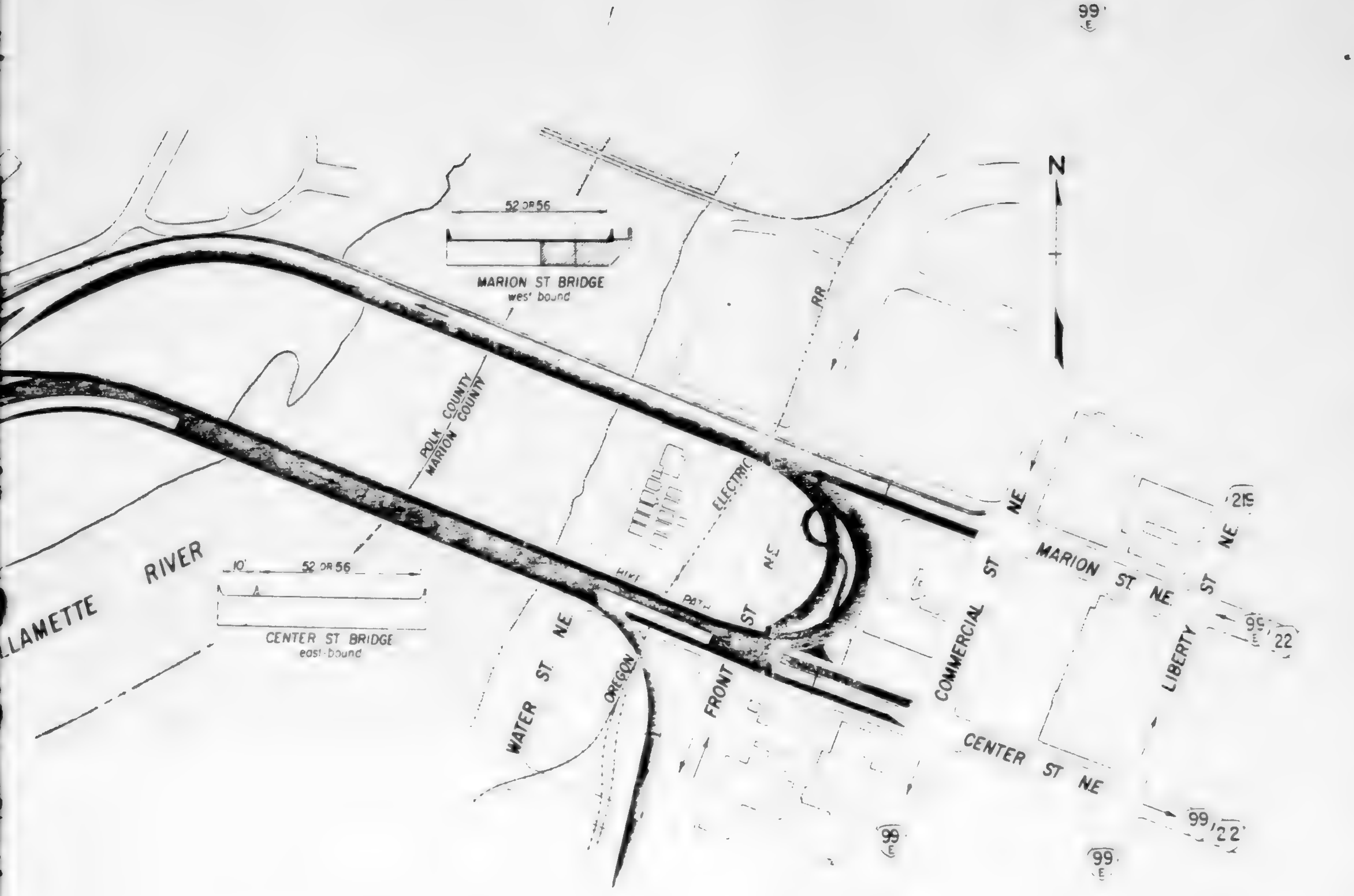
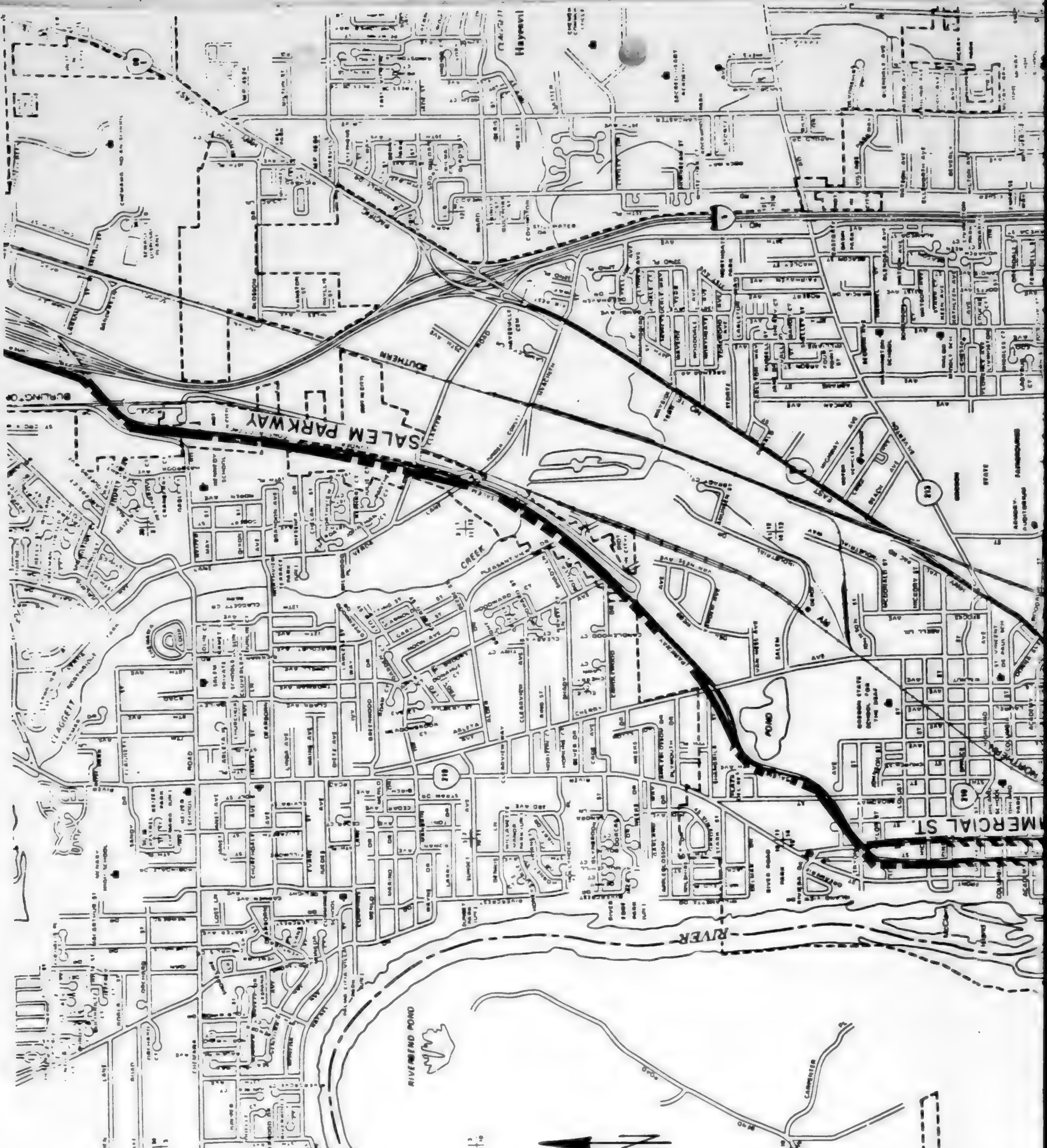

99E
N
52 OR 56
MARION ST BRIDGE
west bound
POLK COUNTY
MARION COUNTY
ELECTRIC
RR
LLAMETTE RIVER
10'
52 OR 56
CENTER ST BRIDGE
east bound
HIKE PATH
FRONT ST NE
WATER ST NE
OREGON
COMMERCIAL ST NE
MARION ST NE
LIBERTY ST NE
CENTER ST NE
215
99E/22
99/22
99E
99E

EXHIBIT A


SALEM PARKWAY
COMMERCIAL ST.
RIVER
CREEK
SOUTHERN
POND
CARPENTER
GLENN
N

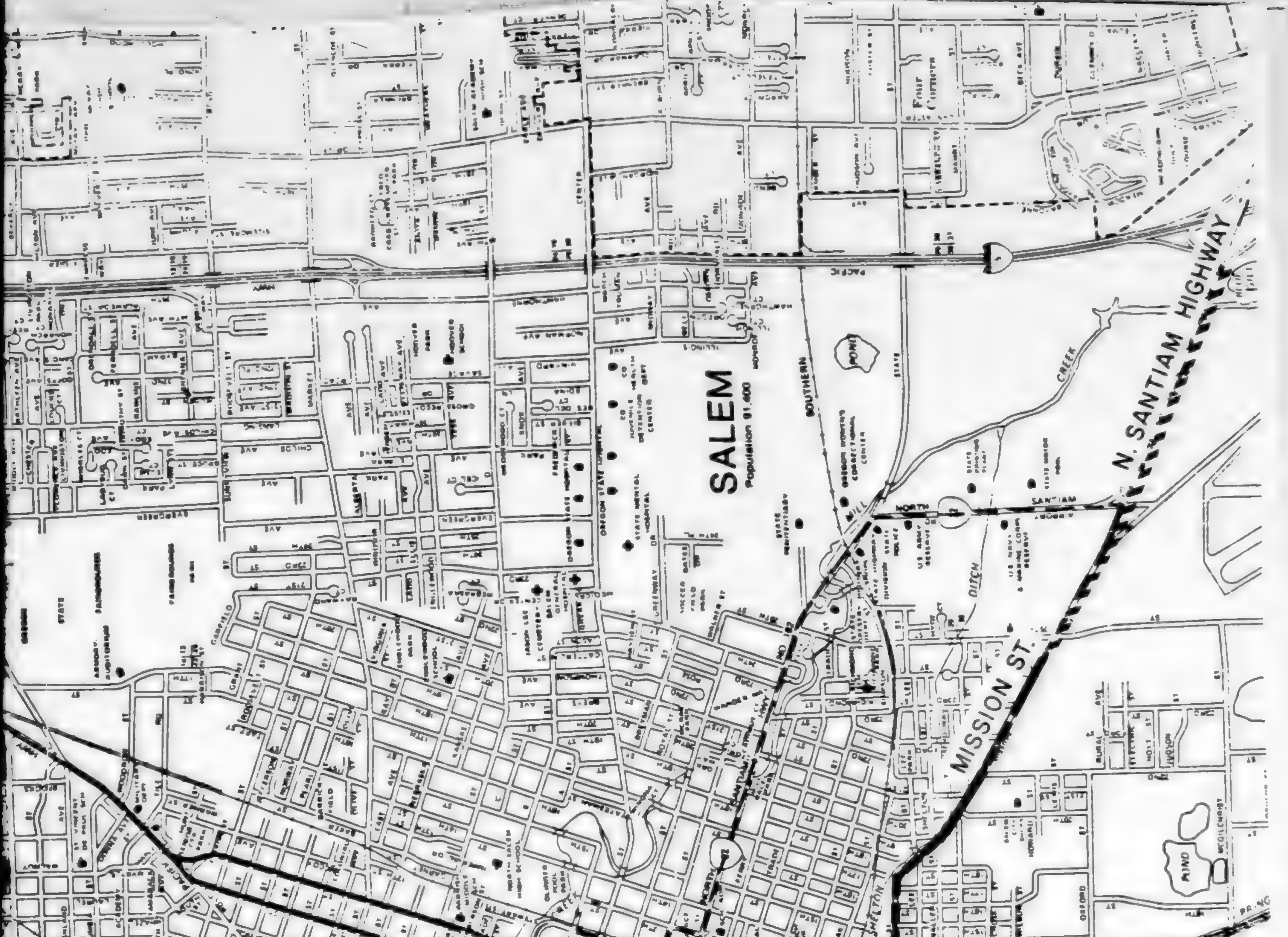
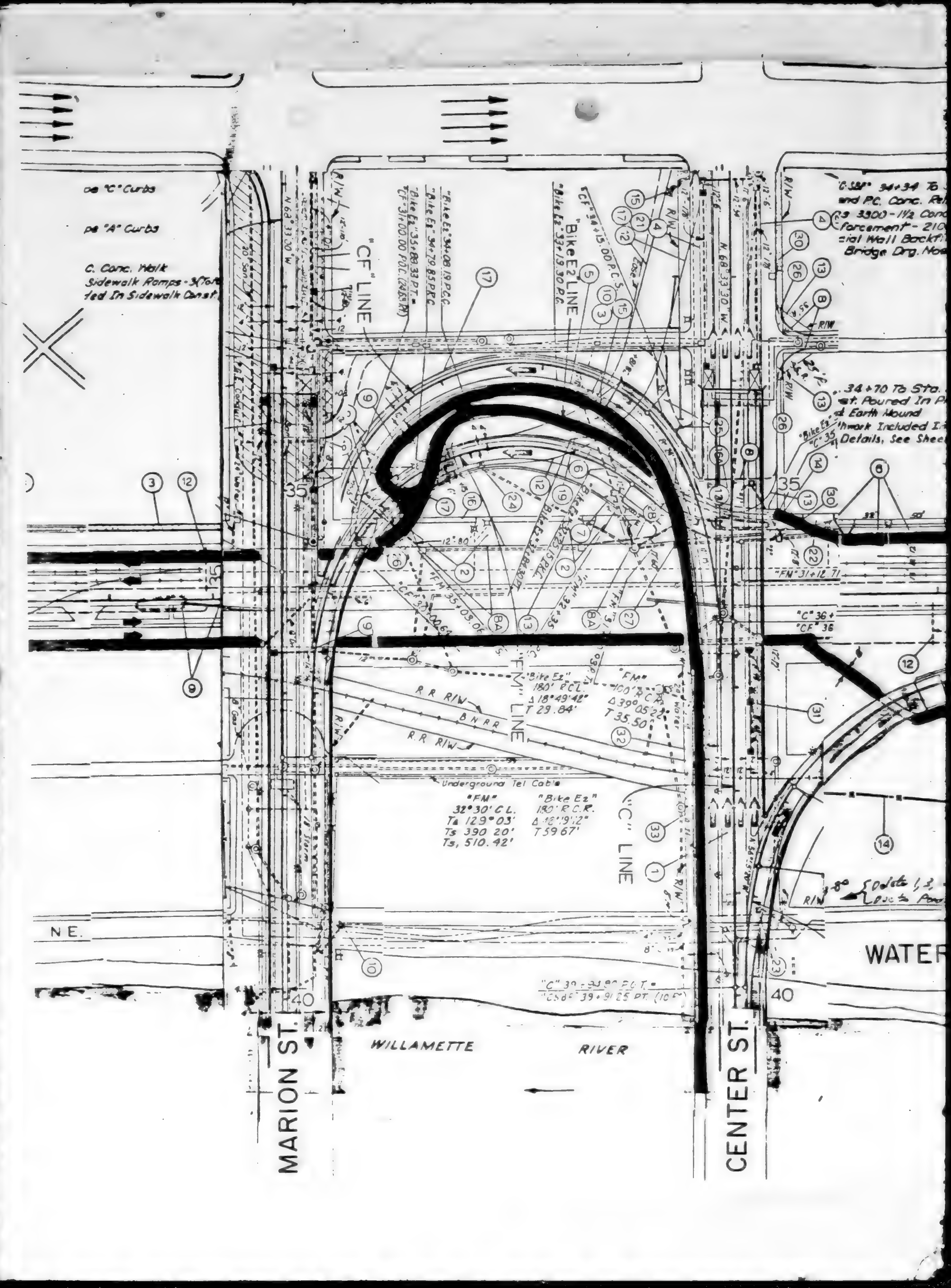

SALEM
Population 91,400
N. SANTIAM HIGHWAY
MISSION ST.
N. LIBERTY ST.-COMMERCIAL COUPLET
FRONT ST. BYPASS
S. COMMERCIAL ST.
SALEM-DALLAS HIGHWAY
WILLAMETTE
SOUTHERN PACIFIC
CREEK
SLOUGH
PONDS
ISLAND
SLUDGE
MINTO
West Salem
Fairmount Hill
Fair Grounds

EXHIBIT B


pe "C" Curbs
pe "A" Curbs
C. Conc. Walk
Sidewalk Ramps-3(Tot
ted In Sidewalk Const.
"C-SB" 34+34 To
and P.C. Conc. Pa
3300-1½ Conc
forcement - 210
cial Wall Backfi
Bridge Drg. No
..34+70 To Sta.
at. Poured In P
d Earth Mound
hwork Included I
Details, See Shee
"CF" LINE
"Bike Ez" LINE
"FM" LINE
"C" LINE
"Bike Ez" 34+08.19 P.C.C.
"Bike Ez" 34+79.85 P.R.C.
"Bike Ez" 35+88.33 P.T.
"CF" 34+15.00 P.C.S.
"Bike Ez" 33+19.30 P.C.
N 68°33'30" W
"FM" 35+03.06
"FM" 32+35
"CF" 31+00.64
"FM" 31+12.71
"C" 36+
"CF" 36
"Bike Ez"
180' R.C.L.
Δ 18°49'42"
T 29.84'
"FM"
100' R.C.R.
Δ 39°05'22"
T 35.50'
R.R. R/W
B N R R
R.R. R/W
Underground Tel Cable
"FM"
32°30' C.L.
Ta 129.03'
Ts 390.20'
Ts, 510.42'
"Bike Ez"
180' R.C.R.
Δ 18°19'12"
T 59.67'
"C" 39+33.80 P.O.T. =
"C-SB" 39+91.25 P.T.
35
36
40
N E.
WATER
MARION ST.
CENTER ST.
WILLAMETTE
RIVER
R/W

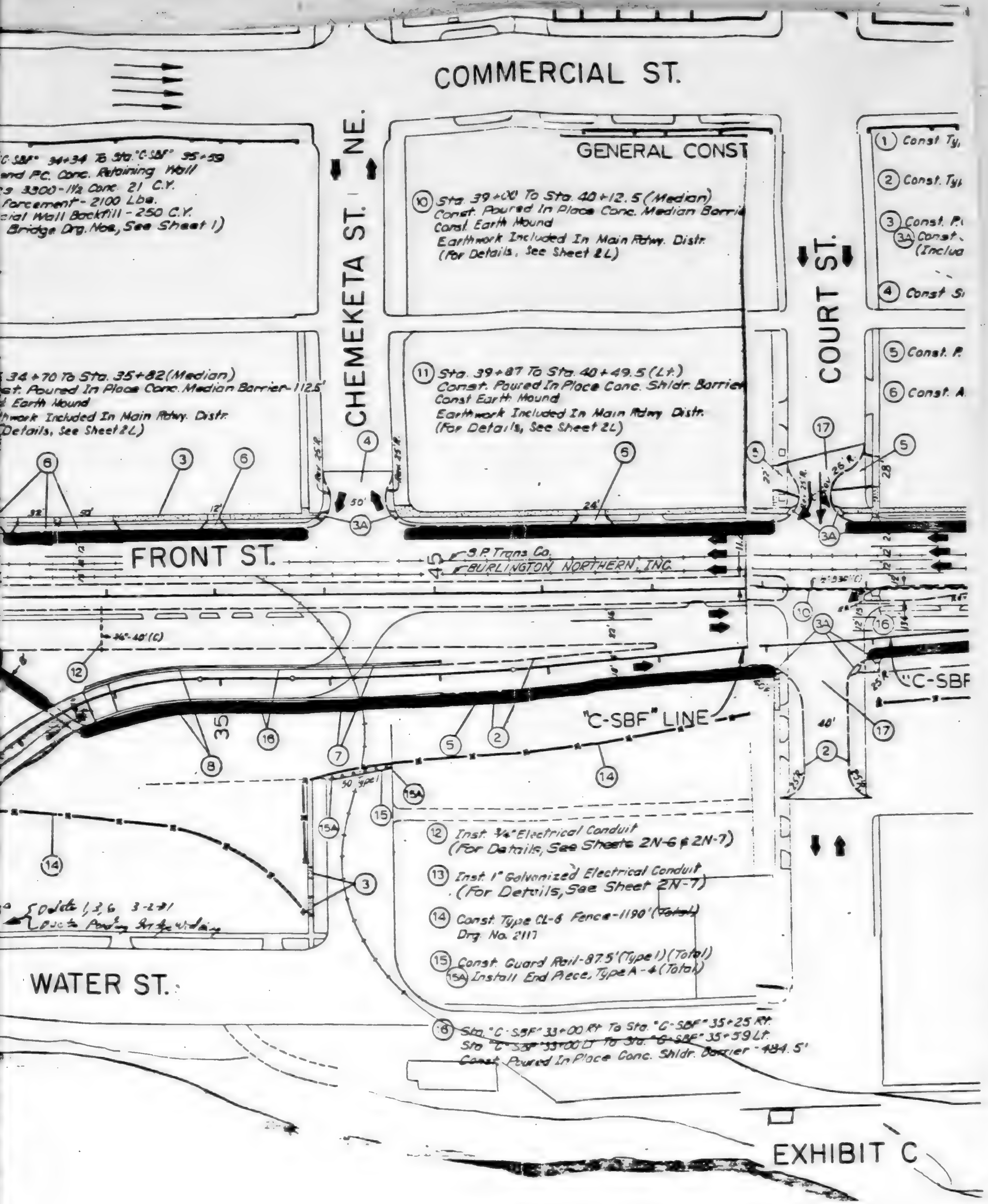

COMMERCIAL ST.
GENERAL CONST
CHEMEKETA ST. NE.
COURT ST.
FRONT ST.
WATER ST.
S.P. Trans. Co.
BURLINGTON NORTHERN, INC.
"C-SBF" LINE
"C-SBF
45
35
'C-SBF" 34+34 To Sta. "C-SBF" 35+59
and P.C. Conc. Retaining Wall
3300-1½ Conc. 21 C.Y.
forcement - 2100 Lbs.
cial Wall Backfill - 250 C.Y.
Bridge Drg. Nos, See Sheet 1)
34+70 To Sta. 35+82 (Median)
st. Poured In Place Conc. Median Barrier - 112.5'
Earth Mound
thwork Included In Main Rdwy. Distr.
Details, See Sheet 2L)
⑩ Sta. 39+00 To Sta. 40+12.5 (Median)
Const. Poured In Place Conc. Median Barrie
Const. Earth Mound
Earthwork Included In Main Rdwy. Distr.
(For Details, See Sheet 2L)
⑪ Sta. 39+87 To Sta. 40+49.5 (Lt.)
Const. Poured In Place Conc. Shldr. Barrier
Const. Earth Mound
Earthwork Included In Main Rdwy. Distr.
(For Details, See Sheet 2L)
① Const. Ty
② Const. Ty
③ Const. P
(3A) Const.
(Inclu
④ Const. S
⑤ Const. P
⑥ Const. A
⑫ Inst. ¾" Electrical Conduit
(For Details, See Sheets 2N-6 & 2N-7)
⑬ Inst. 1" Galvanized Electrical Conduit
(For Details, See Sheet 2N-7)
⑭ Const. Type CL-6 Fence - 1190' (Total)
Drg. No. 2117
⑮ Const. Guard Rail - 87.5' (Type 1) (Total)
(15A) Install End Piece, Type A-4 (Total)
⑯ Sta. "C-SBF" 33+00 Rt. To Sta. "C-SBF" 35+25 Rt.
Sta. "C-SBF" 33+00 Lt. To Sta. "C-SBF" 35+59 Lt.
Const. Poured In Place Conc. Shldr. Barrier - 484.5'
Delete 1, 3, 6 3-2-81
[illegible] Parking [illegible]
③
④
⑤
⑥
②
⑦
⑧
⑩
⑫
⑭
⑮
(15A)
⑯
⑰
(3A)
50'
24'
32'
12'
22'
28'
40'
Rad. 25' R.
Type 1
36"-40'(C)
11.5'

EXHIBIT C

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

MAYOR'S OFFICE
Telephone (503) 588-6255

July 11, 1984

Mr. Duane Christensen
Regional Engineer
Oregon State Highway Division, Region 2
Salem, Oregon

RE: Bicycle Access Ramp
Center Street Bridge Project

Dear Mr. Christensen;

We have been advised by the Mid-Willamette Valley Council of Governments that approximtely $280,000 of Center Street Bridge Project funds may be available for the construction of the referenced bicycle ramp, if adequate justification can be given to the FHWA.

The City of Salem has a long standing plan for the construction of a riverfront bikeway along the east bank of the Willamette River in the central portion of the City. More specifically, the Center Street Bridge Bicycle access ramp is a key element of the City's current Riverfront Pedestrian/Bikeway Project which will link the bridge bikepath with the Minto-Brown Island Bikeway system along the east riverbank.

The attached memorandum from the Downtown Development Board which describes the Riverfront Pedestrian/Bikeway was addressed by City Council on April 16, 1984. Council referred this project to staff for study with the understanding that implementation is subject to the current negotiations with Boise Cascade relative to the City's proposed acquisition of their riverfront property. The City's plan includes acquisition of a portion of Boise Cascade property south of Court Street and west of the railroad tracks and relocation of the Container Plant to the Fairview Industrial Park.

The City is also in the process of acquiring several riverfront properties in the area between Court and Marion Streets. These acquisitions will soon be complete giving the City ownership of the riverfront area from Court to Marion Street. Redevelopment of this property will then proceed including the Riverfront Pedestrian/Bikeway improvement. If negotiations with Boise Cascade and a November 6, 1984 bond election are successful, more riverfront area to the south of Court Street will be added for development.

As you can see, the City is agressively pursuing the central area riverfront development which will include a riverbank bikepath and has specificially budgeted $25,000 for the engineering design of the bikepath for FY 1984-85.

City staff has reviewed the bicycle access ramp memo dated May 21, 1984, by Walter Hart, Bridge Engineer. Although the exact alignment of the Riverfront Pedestrian/Bikeway has not been determined, it will follow close to top-of-bank in the Center Street Bridge area. Therefore Proposal "B", as described in the memo, appears to be the most desireable ramp configuration from our development viewpoint. Also, since this ramp would meet ground level at the sidewalk on the east side of Water Street, the bridge bikepath and ramp system could be utilized under existing conditions to allow riverfront access from the east side of Front Street and West Salem.

Based on the foregoing justification, the City of Salem formally requests that the Proposal 'B' ramp be designed and constructed under the existing Center Street bridge contract. The City Council has reviewed this proposed improvement and has authorized City participation in the construction cost of the ramp in an amount equal to the difference between the estimated construction cost of $300,000 and the Federal/State allocation of $280,000.

Please advise me on this request.

Sincerely,

Sue Harris

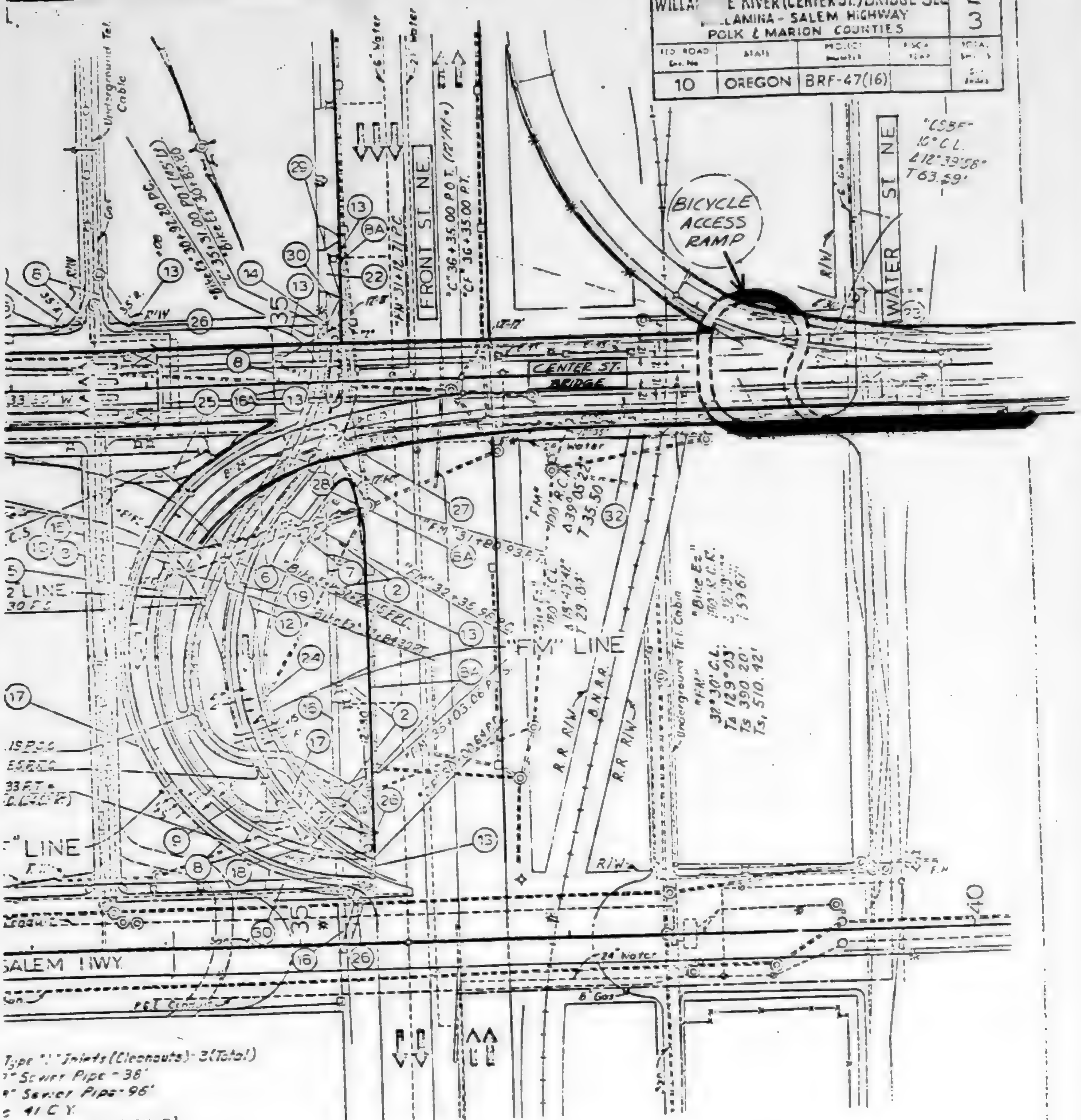
Sue Harris
Mayor

cc: Robert Briscoe, Director Community Development
Ron Merry, Director Public Works

16V-180

WILLAMETTE RIVER (CENTER ST.) BRIDGE SEC.
-LLAMINA - SALEM HIGHWAY
POLK & MARION COUNTIES

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	OREGON	BRF-47(16)		3	See Index



BICYCLE ACCESS RAMP
CENTER ST. BRIDGE
FRONT ST. NE
WATER ST. NE
"FM" LINE
SALEM HWY.
"CSBF" 10° C.L. Δ12°39'56" T 63.59'
"C" 36+35.00 P.O.T. (12' Rt.)
"CF" 36+35.00 P.T.
R.R. R/W
B.N.R.R.
Underground Tel. Cable
24" Water
8" Gas
P.G.E. Conduit
35
40

Type "1" Inlets (Cleanouts) - 3 (Total)
" Sewer Pipe - 38'
" Sewer Pipe - 96'
41 C.Y.
etails, See Sheet 2B-5)

Type "1" Inlets (Cleanouts) - 2 (Total)
" Sewer Pipe - 12'
" Sewer Pipe - 48'
15 C.Y.
etails, See Sheet 2B-5)

E:
ustments Or Relocation
Existing Utilities, To Be
e By Others.
ndon Pipe, Shown This

NOTE:
EROSION CONTROL MEASURES THROUGOUT PROJECT
Temporary Slope Berms And Slope Drains,
Temporary Sediment Fence, Straw Bale
Sediment Barrier, And Temporary Sediment
Basins To Be Constructed In Locations As
Directed By Engineer.
(Extra Work) See Sheet 2B-4.

NOTE:
For Profiles, See Sheets 3B & 3C.

PROPOSAL "B"

(60)(10)500 = $300000

MEMORANDUM

TO: Eric Lindauer, Chairman
Downtown Development Board

FROM: Terry Watson, Chairman TW
Riverfront Pedestrian/Bikeway Subcommittee

DATE: March 29, 1984

SUBJECT: REPORT ON MEETING OF RIVERFRONT PEDESTRIAN/BIKEWAY SUBCOMMITTEE - MARCH 13, 1984

The subcommittee held its first meeting on March 13, 1984. The purpose of the meeting was to establish the basic parameters of the Riverfront Pedestrian/Bikeway Project and to identify potential problem areas.

Following much discussion on alternate routes, the subcommittee decided that the initial phase of the project should extend from the Center Street Bridge area to Minto/Brown Park along the east riverbank, as shown on the attached sketch.

The pedestrian/bikeway would connect to the new Center Street Bridge sidewalk with a bicycle ramp to provide a direct connection to the downtown core area and to West Salem. As the pedestrian/bikeway proceeds southerly, it would follow the top-of-the-bank area to a point approximately in line with the extension of the north right-of-way line of Trade Street. The route would then proceed across the Willamette Slough on a pedestrian bridge with enough water clearance to pass small boats. Once on Minto Island, the route would proceed in a southerly direction along the east bank of the Island and eventually connect with the existing north bikeway in Minto/Brown Island Park. The entire route is approximately 1-2/3 miles in length.

The subcommittee felt that this would be an excellent river oriented bicycle route between the downtown area and the City's Minto/Brown bikeway system. Walkers and runners could also use the new route as a part of a loop system, including the YMCA and Bush Park.

The only other feasible route connecting the central riverfront area with Minto/Brown Island Park would utilize the Front Street Bypass, Commercial Street and Oak Street to reach a point where the route could cross the Slough on a bridge structure to reach Minto Island. This proposed route is also shown on the attached sketch.

The subcommittee had the following concerns regarding this alternate route:

1. The route does not follow the riverbank for the major part of its length and therefore is not a riverfront route.

2. A separated bikeway would need to be constructed along Commercial Street, either in the sidewalk area or street to provide a separation from vehicular traffic.

3. The route from Oak Street to the Slough involves a large grade change in a short distance (approximately 60 feet), crosses an unstable bank area

which has experienced major slippage in the past and crosses under the Burlington Norther Railroad trestle.

For these reasons, the subcommittee felt that the recommended route is the only acceptable route.

With regard to the recommended route, two issues need to be resolved:

1. A letter from the Boise Cascade Plant Manager to the City Manager, dated January 27, 1984, declares that Minto Island access across Boise Cascade property is not desirable. They have "serious concern regarding security, vandalism, and interferance with on-going operations."

   In order to have an acceptable riverfront route for the pedestrian/bikeway, Boise Cascade will need to grant an easement across its property from Court Street to the Trade Street alignment along the riverbank. The subcommittee feels that such easement could be kept to a minimum, (i.e., 15 foot width) and could be protected by fencing for security/vandalism reasons. In fact, a cyclone fence currently exists along this proposed route that is almost in the appropriate location.

   The subcommittee members felt that it is absolutely crucial that avenues of negotiation be established with Boise Cascade in order to secure this easement.

2. The City Council has approved a budget amount of $25,000 for the preliminary design services for pedestrian/bikeway improvement within the Riverfront/Downtown Urban Renewal area. Additional funding must be appropriated to cover similar design and future construction costs outside of the renewal area.

The subcommittee recommends that a Development Board report be submitted to City Council requesting:

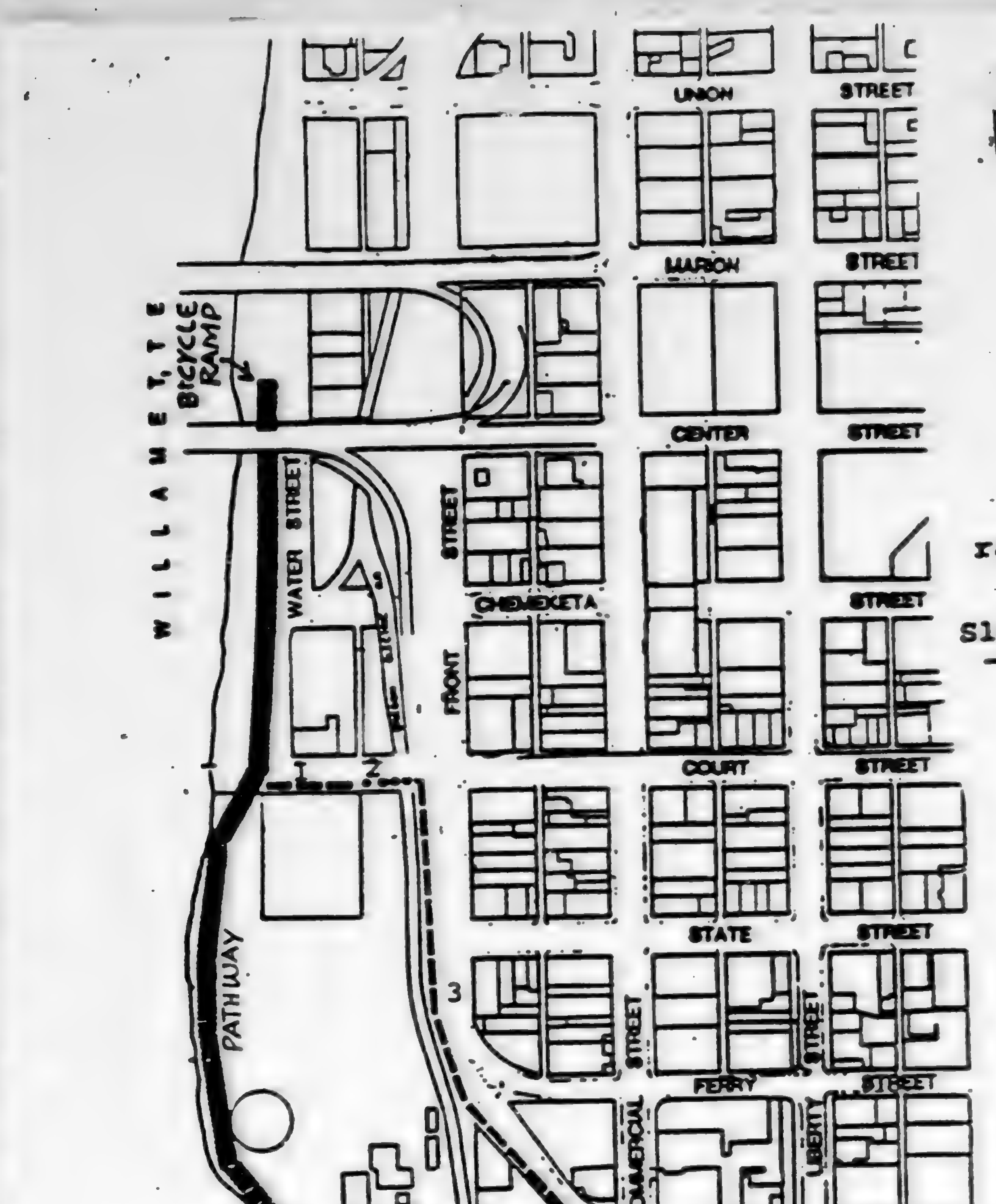
1. That negotiations be pursued with Boise Cascade regarding the City's acquisition of a pedestrian/bikeway easement across the property as described above.

2. That sufficient funds, other than tax allocation funds, be budgeted for design services for the Riverfront Pedestrian/Bikeway Project.

3. That expansion of the Pringle Creek Urban Renewal Boundary be initiated to include the Pedestrian/Bikeway Improvement Area, either separately, or in conjunction with the acquisition of the Boise Cascade lagoon property.

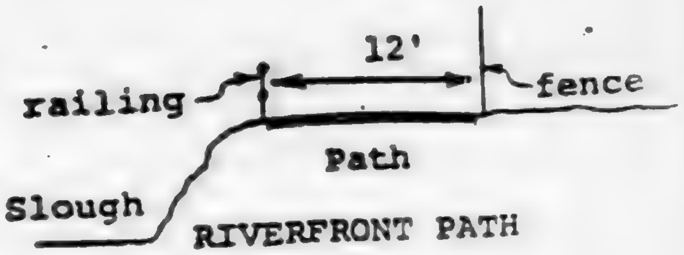
cc: Richard A. Hayden
Jim Walker

JW/kd

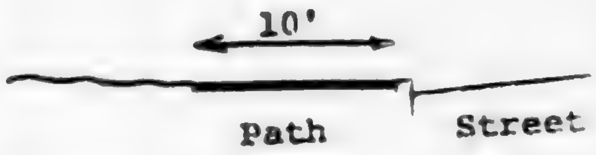

UNION STREET
MARION STREET
CENTER STREET
CHEMEKETA STREET
COURT STREET
STATE STREET
FERRY STREET
TRADE
MILL
BELLEVUE
OAK
LESLIE STREET
WATER STREET
FRONT STREET
COMMERCIAL STREET
LIBERTY STREET
WILLAMETTE
BICYCLE RAMP
PATHWAY
BRIDGE
SLOUGH
MINTO ISLAND
PATHWAY
WILLAMETTE
TO MINTO PARK
1
2
3
4
5
7

RIVERFRONT PEDESTRIAN/ BICYCLE PATH

TYPICAL SECTION


12'
railing
fence
Path
Slough

RIVERFRONT PATH


10'
Path
Street

ALTERNATE PATH

LEGEND

▬ -- Riverfront Path

-•-•- -- Alternate Path

1 2 section number

SECTION DESCRIPTION

1. Court St.- Modify parking
2. Court St.- Construct new path
3. Front St.- Construct new path. Landscaping destroy
4. Commercial St.- Use existing sidewalk
5. Commercial St.- Widen existing sidewalk 5'
6. Oak St.- Construct new path
7. Bridge Crossing- East ban elevation 20' to 30' higher than Riverfront path

Salem, Oregon
ALL-AMERICA CITY

1982-1983

"Bridge the Gap"

You are cordially invited to attend

the
Grand Opening Ceremonies
for the

CENTER STREET BRIDGE

9:30 a.m. Saturday, November 17, 1984

9:00 a.m. to noon Bridge open to pedestrians*
9:30 a.m. Dedication Ceremony
10:00 a.m. "Bridge the Gap" Fun Run

* The bridge will open to traffic at a later date

Bring a can of food for the Salvation Army's "Bridge the Gap to Hunger" food drive.

STATE OF OREGON

INTEROFFICE MEMO

TO: TRANSTOOTERS

DATE: Nov. 15, 1984

FROM: George H. Bell, Ass't Director
Intergovernmental & Public Affairs

SUBJECT: Center Street Bridge opening

The Transtooters have been asked to participate in the dedication ceremony for the opening of the new Center Street Bridge. It is scheduled for Saturday morning, Nov. 17.

A van is being provided by Ted Litchfield, Region 2, to transport the group and equipment to the ceremonial site on the bridge. It will depart from the waterfront parking lot at the end of Court Street at 8:15 a.m.

You are to receive a half-day exchange time for participating in the Saturday morning event. This memo will serve as official authorization to present to your supervisor.

Your extra efforts are very much appreciated by the Department.

cc: Fred Miller ✓
Dennis Clarke
Ralph Honeywell
Walter Hill
Ken Bonnem
Lee Doss

RECEIVED
DOT DIRECTOR
NOV 16 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FRED MILLER

7

81-125-1387

Contains Recycled Materials

November 14, 1984

PUB 10-1

Van C. Eisenhut
Senior Editor
Statesman-Journal
P. O. Box 13009
Salem, OR 97309

I'm glad you asked...

The Department has no quarrel with the story you enclosed, which was published Sunday, October 28. It was balanced, fair and clearly written.

The Department does take exception, however, to the front-page story on Monday, October 22, and to the follow-up editorial on Tuesday, October 23. Both of those pieces unfairly characterized the Department and its employees who are working on the Center Street Bridge project.

Our concern with the October 22 story is not with the reporter but with the editorial decision to rush to print before the facts could be fairly investigated and reported. Walt Penk did the best he could, under the circumstances, and I do not criticize his work. It is, however, unrealistic to call an agency director at home on a Sunday afternoon and ask him to comment on a letter he's never seen, or about the status of a particular construction project among the hundreds we have underway around the state.

Reporting that I had not seen the letter and couldn't therefore comment does not, in my view, provide the balance such a story required.

Why could the story not have waited 24 hours? By mid-morning Monday, we could have established--as Kevin McKenzie subsequently did--that we were not "at loggerheads" with the contractor, and that the bridge was almost certain to open in time for the Christmas shopping season--a year ahead of contract schedule. It would have been a service to the employees, to the contractor and to your readers.

I realize that, as senior editor, your concern is with news reporting and not with the editorial page. Still, you must understand how frustrating it is when one such as the October 23 editorial appears, filled with misperceptions and written with single-source information.

The Statesman-Journal did something similar last year. Our Highway Division information officer, in an effort to ease congestion caused by the bridge construction, issued a news release urging through traffic to avoid the downtown business district. For whatever reason, your editors chose to construe the release as urging all motorists to avoid the core area (at the peak of the Christmas shopping season) and easily obtained quotes from downtown merchants about the lunacy of the suggestion. A follow-up editorial and a column by the publisher further heightened the censure and worsened the misunderstanding. And all, as far as we could see, for no useful purpose.

So the Sunday story, headlined "Paving dispute vanishes" is progress over last year, from our point of view, and we particularly appreciate that the story was carried on page one where the first story appeared. That was a responsible editorial decision.

It was kind of you to seek our views. I would be pleased to discuss my thoughts with you further if you would like to do so.

Fred D. Miller
Director

bc: George Bell
Scott Coulter

GHB:bb kkr

Statesman•Journal
280 Church St. NE • P.O. Box 13009 • Salem, OR 97309-1015 • 503/399-6611

October 30, 1984

Fred D. Miller
Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller,

We're writing to ask for your advice. The Statesman-Journal continually strives for accuracy and fairness in reporting the news but we realize we never attain perfection. In an effort to improve the overall newspaper, we regularly check with news sources and readers for their perceptions about how well we're doing our job. Each week that effort includes distributing samples of stories we publish and asking for comment.

The enclosed story was published on Sunday, October 28. Would you please take a few minutes to check it for accuracy and fairness? We welcome any criticisms and suggestions you may have about this story or about the newspaper.

Sincerely,

VAN C. EISENHUT
Senior Editor

RECEIVED
DOT DIRECTOR
OCT 31 '84
REFER TO
Bell
FOR

Info	Answ	R/D	D/R	Sign	Act	File
		✓				

VCE/gwd

GANNETT
A WORLD OF DIFFERENT VOICES
WHERE FREEDOM SPEAKS

[illegible] 4

Paving dispute vanishes

By **KEVIN McKENZIE**
Of the Statesman-Journal

So where's the beef over paving the new Center Street Bridge?

Nowhere, say the state Department of Transportation and the general contractor, Ross Brothers Construction Co. — the two parties that were reportedly at odds over the project.

Weather permitting, state officials and the contractor said, the bridge will be open to traffic sometime between mid-November and Dec. 1.

In fact, officials of the city, state and construction firm met Monday and tentatively scheduled Nov. 17 as the date to celebrate the grand opening of the bridge, which is one of two linking West Salem with the rest of the city.

State Sen. Cub Houck of Salem last week accused state officials of not working hard enough to make sure the bridge is opened this winter.

Hard-nosed state officials were being too strict about weather conditions they would require before allowing the contractor to pave the bridge, Houck had charged.

Steve Ross, head of the construction firm, supported Houck's complaint in statements that appeared in Monday's Statesman-Journal.

But the day the story appeared, officials were calling it hogwash. In interviews Thursday and Friday, all parties agreed that it is cold, wet weather — and nothing else — that is delaying pavement of the bridge.

Fred D. Miller, director of the state Department of Transportation, said he asked his staff about the Houck letter, but couldn't find a problem.

Art Gottfried, state Highway Division project manager overseeing the bridge construction, said there was no dispute.

Ross said Friday that he did not think the state was delaying the project. The state "is just protecting the taxpayers' dollars," he said.

Turn to BRIDGE, Back Page.

Bridge . . .

Continued from Page 1A.

David Crosariol, project manager for Ross Brothers, said, "We have an excellent working relationship with the state and are working together to get the bridge open by Nov. 19."

That's not to say that relations have always been smooth between the state and the contractor.

Gottfried's assistant did send Ross Brothers a letter, dated Sept. 28, asking for a meeting to discuss limitations that cold, wet weather would impose on the contractor's plans to start paving about Oct. 15.

Federal and state specifications say that a dry day and a temperature of at least 50 degrees are required for applying a waterproof membrane and paving the bridge, Gottfried said. Violation of those rules would risk disapproval by the federal government, which is supplying 80 percent of the estimated $16-million cost of the project, he said.

"We have specifications we have to go by, and if we don't, the Federal Highway Administration won't pay for it," he said.

And Crosariol did reply in a letter to Gottfried that Ross Brothers was not prepared to take the risk for problems the weather might cause for paving plans. The letter, dated Oct. 2, threatened to postpone paving until warmer weather next July. "This should make the bridge open for traffic on or before Aug. 15, 1985," the letter said.

But Gottfried, Ross and Crosariol said the exchange was just posturing, a game of words.

Officials plan to pave only two of the four lanes of the bridge this winter, Gottfried said. That will allow construction crews room to remove detours now routing eastbound traffic to the adjacent Marion Street Bridge and time to complete ramp construction work, he said.

All four lanes of the Marion bridge should be open for westbound traffic about a month after two lanes of the Center Street bridge become available, he said. The Center Street project would then be completed next summer, a year ahead of schedule, he said.

If rains are constant and temperatures fail to cooperate to allow paving on schedule, then state and construction firm officials must make serious decisions about how to open the bridge this winter, they said.

But they'll cross that bridge if they come to it, they said. Crosariol, for one, was optimistic about the weather. "We're expecting a window," he said.

Houck said Friday that the state and contractor are now cooperating because of the public awareness and pressure caused by his letter to Miller — even though the other parties agreed there was no problem to expose.

The senator changed his tone and placed no blame on state officials Friday. He said both the contractor and the state were "two people that were absolutely right." He had been protecting the interests of the motoring public, he said.

Houck said he was prompted to complain because he saw no progress being made on the bridge as he drove by.

A sub-contractor working as paving superintendent for Ross Brothers also is an employee of Houck's nephew. The sub-contractor, John "Jim" Lambie, is an employee and officer of Houck Construction Materials Inc., owned by Roy L. Houck III.

Lambie, contacted Friday, said he bought paving materials from Houck Construction Materials. He has also rented some equipment for the job from the Roy L. Houck Construction Co., of which Roy L. Houck III is president.

But Lambie and Roy L. Houck Jr., Cub Houck's brother, said neither the senator nor members of his family have any direct involvement in the bridge project.

Early this week, weather allowed crews to pave the east approach to the bridge, with a little help from a machine that heated the concrete, officials said.

But paving the two lanes of the bridge which will allow it to open will require longer stretches of dry, 50-degree-plus weather than the city has recently seen, Gottfried said.

HAPPY THANKSGIVING, SALEM--
CENTER STREET BRIDGE TO OPEN

November 9, 1984

NOTED
H. S. COULTER

Thanksgiving travelers eastbound to Salem will have an additional blessing to be thankful for, according to Art Gottfried, Highway Division manager for the Center Street Bridge Project.

"We'll have two lanes of the structure open for traffic into the downtown Salem area by the holiday--rain or shine," Gottfried said.

The other two eastbound lanes will not be ready for traffic until sometime next spring, he said.

The bridge opening--a year ahead of schedule--could be as early as Tuesday, Nov. 20, three days after the city hold its bridge completion celebration, he added. The celebration, Saturday, Nov. 17, will begin at 9:30 a.m. on the bridge. It will feature a 3,000-meter run, among other activities.

Gottfried said the contractor, Ross Brothers Construction Inc., is going out of the way to get the bridge cleaned up and ready for the event.

"I think the contractor deserves a lot of credit for his special efforts to accommodate the city's celebration," he said.

In an attempt to complete final paving work in time for the "Bridging the Gap" celebration, Ross Brothers will have the Seattle subcontractor spend all of next week waiting for a break in the winter-like weather. The subcontractor is a specialist in preparing a particular asphalt-rubber membrane that is spread over bridge deck just prior to final paving.

If Salem doesn't get one good day of dry, warmer weather next week, the Highway Division plans to open the bridge anyway, and have the "wearing surface" pavement put down next spring. It will mean a bumpy ride for motorists this winter, but that's a small price to pay for the benefits the bridge will provide motorists.

Paving has been completed at either end of the bridge, where it serves to level out uneven surfaces, created by joining portions of the old Center Street Bridge with the new.

###

STATE OF OREGON

INTEROFFICE MEMO

TO: Fred Miller, Scott Coulter,
Duane Christensen, Walt Hart, Ed Hunter
Pat Schwartz, Bob Bothman, Chuck Fredrickson

DATE: November 8, 1984

FROM: Jim Bottom JB
Public Information Officer

SUBJECT: Center Street Bridge Opening Celebration

A committe has been formed to develop an appropriate event for celebrating the opening of the Center Street Bridge in Salem. Project Manager Art Gottfried and I have attended the meetings--held during the past several weeks in the mayor's office--to help provide information to the committee.

The big event is scheduled for Saturday, November 17. It will begin at 9:30 with a short speech, followed by a two-mile fun run (You're on Fred!) and a variety of other activities. The contractor has guaranteed the date, but the weatherman has not guaranteed the weather. If the paving can't be completed, the bridge celebration will still take place; in addition, the plans are to open the bridge this winter, with or without paving.

You will be receiving formal invitations soon, but I wanted to let you know now, so you can block out your calendar schedule.

cc: Art Gottfried
George Bell
Bob Gormsen ✓
Ted Litchfield

Attachments

Contains Recycled Materials

TENTATIVE PROGRAM

9:00 a.m.	Band marches onto bridge and plays while everyone gathers around the program area	
9:30	Program begins	
	welcome	co-chairs
	introductions	co-chairs
	dignitaries comments	potential speakers
		Sen. Hatfield
		Gov. Atiyeh
		Mayor Harris
	introduction of Mrs. Vick	
	instructions to audience on rest of program	
	ribbon cutting	
	auto procession off the bridge	
	Transtooters to play following ribbon cutting & up until race begins	
10:00	run begins	
11:00	end of run and awards ceremony	

Salem

Benefit Run

for

Mid-Valley Children's Guild

Bridge the gap help the handicapped!

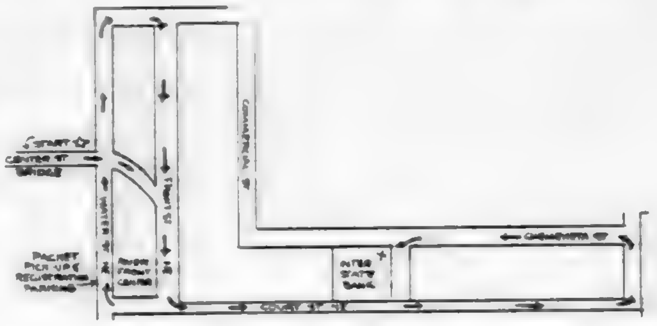
ALLAN HADLEY
PONTIAC AMC JEEP Salem

7UP

3K Race

Saturday, November 17

You are invited to join the City of Salem, Marion County and the State of Oregon in celebrating the opening of the new Highway 22, Center Street Bridge. Sponsored by **Salem Kiwanis Club, Hadley Pontiac** and **7-Up Bottling Co.** as a benefit run for the **Mid-Valley Children's Guild**,* the 3K run will begin at 10:00 a.m. on top of the new Center Street Bridge, and end in the parking lot of 1st Interstate Bank at High & Chemeketa Streets. Parking is available adjacent to the River Front Center along Front Street (from Court Street north to the bridge). This is the only opportunity for an organized race to begin on the bridge!



Ribbons will be awarded to the first 500 finishers. Awards will be presented to the first three winners in each five year age group (9 and under through 60 +) and handicapped division. Trophies will be given to the top male and female runner. Large assortment of prizes will be drawn and awarded based on runner's number. Awards ceremony and display of prizes will be at Nordstrom Mall. Medium weight 50/50 T-shirts with first 300 full registration entries (first come, first serve on sizing).

★ ★ PRE-REGISTRATION DEADLINE NOVEMBER 15 ★ ★

Pre-registration packet pick-up November 15 and 16 at Phidippides. Parking, day of race registration and packet pick-up at River Front Center (Court & Water Streets).

Race Management by Phidippides

Make checks payable to Mid-Valley Children's Guild; entry fees are tax-deductible. Mail entry forms with fee to Phidippides, P.O. Box 2311, Salem, OR, 97308. For additional race information, contact Phidippides, 399,7057.

Phidippides

OFFICIAL ENTRY FORM

Run Number: ____________

Last Name: ____________ First Name: ____________

Street Address: ____________

City: ____________ State: ____________ Zip Code: ____________

Day Phone Number: ____________ Age: ____________ Sex: Male ☐ Female ☐

School Name: ____________

Registration Fee:

________ $3.00 pre-registered without shirt

________ $5.00 pre-registered with shirt

________ $4.00 day of race without shirt

________ $6.00 day of race with shirt

Shirt size (men's), circle one: S M L XL

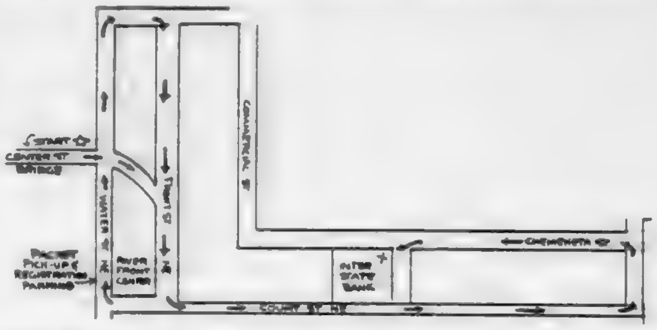
3K Race

help the handicapped!

Saturday, November 17

You are invited to join the City of Salem, Marion County and the State of Oregon in celebrating the opening of the new Highway 22, Center Street Bridge. Sponsored by **Salem Kiwanis Club, Hadley Pontiac** and **7-Up Bottling Co.** as a benefit run for the **Mid-Valley Children's Guild,*** the 3K run will begin at 10:00 a.m. on top of the new Center Street Bridge, and end in the parking lot of 1st Interstate Bank at High & Chemeketa Streets. Parking is available adjacent to the River Front Center along Front Street (from Court Street north to the bridge). This is the only opportunity for an organized race to begin on the bridge!

Ribbons will be awarded to the first 500 finishers. Awards will be presented to the first three winners in each five year age group (9 and under through 60+) and handicapped division. Trophies will be given to the top male and female runner. Large assortment of prizes will be drawn and awarded based on runner's number. Awards ceremony and display of prizes will be at Nordstrom Mall. Medium weight 50/50 T-shirts with first 300 full registration entries (first come, first serve on sizing).



★ ★ PRE-REGISTRATION DEADLINE NOVEMBER 15 ★ ★

Pre-registration packet pick-up November 15 and 16 at Phidippides. Parking, day of race registration and packet pick-up at River Front Center (Court & Water Streets).

Race Management by Phidippides

Make checks payable to Mid-Valley Children's Guild; entry fees are tax-deductible. Mail entry forms with fee to Phidippides, P.O. Box 2311, Salem, OR, 97308. For additional race information, contact Phidippides, 399,7057.

Phidippides

OFFICIAL ENTRY FORM

Run Number: ____________________

Last Name: ____________________ First Name: ____________________

Street Address: ____________________

City: ____________________ State: __________ Zip Code: __________

Day Phone Number: ____________________ Age: ________ Sex: Male ☐ Female ☐

School Name: ____________________

Registration Fee:

________ $3.00 pre-registered without shirt

________ $5.00 pre-registered with shirt

________ $4.00 day of race without shirt

________ $6.00 day of race with shirt

Shirt size (men's), circle one: S M L XL

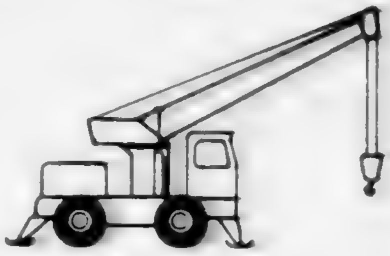
RELEASE: I personally assume all risks incident to my participation in the BRIDGE THE GAP RUN, including, but not limited to, use of facilities, the use of streets, and all hazards from running in this race. I hereby release for myself, my heirs, executors and administrators, all sponsors and cosponsors of this race, and their officers and agents, from any and all claims, demands, action, or causes of action incident to my participation in this race. I also understand that the entry fee is non-refundable; that my entitlement to race materials expires upon the start of the race.

Signed: ____________________ Date: ____________

Signature of Parent or Guardian
if participant is under 18 years of age: ____________________

**The Mid-Valley Children's Guild is a non-profit organization formed by parents to provide early intervention services to handicapped preschool children, birth through 6. Services include child screenings, information, referral, case management, direct therapy, equipment lending bank and direct therapy.*

ROSS BROS. CONSTRUCTION, INC.



GENERAL
CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

October 30, 1984

REGION 2 OFFICE
RECEIVED
[illegible]
RLO ..... RQS .....
RE ..... RCE ..... RME ..... RCM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR .....

Mr. Fred Lucht
Oregon State Highway Division
Maintenance Section
885 Airport Rd S.
Salem, OR 97310

Gentlemen:

Please be advised at this time that Ross Bros Construction, Inc., is hereby donating to Oregon State Highway Division for their use the girders removed from the Center Street bridge project.

By signature on this correspondence, Oregon State Highway Division accepts these materials at a fair market value appraisal of $25,000.00.

It is further mutually agreed that removal of these materials from the jobsite shall become the responsibility of the recipient.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

R K Ross

R. K. Ross
President

Accepted: T W Litchfield
T. W. LITCHFIELD
ACTING REGION 2 ENGINEER

RKR:lb

The acceptance of this gift by the Highway Division is made with the understanding that the donation of the four girders does not entitle Ross Bros. to any special consideration or privileges in its dealings with the Highway Division. R.L.

October 25, 1984

The Honorable C. T. "Cub" Houck
State Senator
4952 Portland Road, NE.
Salem, OR 97305

CON

The Oregon Highway Division is very much aware of the benefit to Salem area residents of an early completion of the Center Street Bridge. It fully intends to see that the bridge will be usable to the public at the end of this construction season.

There remains approximately four days of paving to complete the wearing surface of this new bridge deck. We are reasonably certain that there will be enough good weather to allow for this work to be done within the contract specifications. We see no reason to do this work outside contract specifications to the detriment of the completed work and the jeopardy of a portion of the Federal funding which has made this new bridge possible.

Critical to the opening of the bridge is paving of the east and west approach ramps. Each of these will take approximately one day of good weather to complete. Paving across the inner spans is not critical to the opening of the bridge. The concrete deck over which the paving is to be placed is smooth enough to provide an adequate temporary travel surface in the unlikely event that we are unable to complete the paving. There are a number of expansion joints in this deck which protrude approximately two inches above the concrete. These can be ramped across with a temporary asphalt concrete patch. You may recall that this was done in the recently completed Marion Street Bridge when traffic was allowed to run on the uncompleted bridge deck.

In any event, the Oregon Highway Division expects to deliver the Christmas present that Salem area residents expect to receive from an early completion of the Center Street Bridge.

Fred L. Miller
Director

bc H. S. Coulter
C. O. Fredrickson
D. O. Christensen
Art Gottfried
George Bell

WES:sl fn

Statesman-Journal
10-22-84

Paving dispute may stall bridge

By WALT PENK
Of the Statesman-Journal

The state and the contractor are at loggerheads over paving the Center Street Bridge.

The dispute, which threatens to delay completion until spring, has prompted state Sen. Cub Houck of Salem to send a protest letter to state Transportation Director Fred Miller.

In the letter, Houck, a contractor himself, said he plans to convene a group of local elected officials to discuss the matter with agency representatives.

The two Willamette River bridges connecting West Salem with the rest of the city are being rebuilt, partly with state funds. The Marion Street bridge was widened, and the Center Street bridge is being completedly rebuilt. The concrete work is done now on the Center Street bridge, but 2½ to 3 inches of blacktop must be applied to complete the roadway.

Steve Ross, vice president of Ross Brothers Construction, said the state will permit paving in marginal weather only if his firm accepts financial liability if problems arise later. He said the firm is not willing to proceed unless the state accepts responsibility.

Houck said the paving could be done to state standards despite adverse winter weather. He accused the state of delaying he work with unnecessary stipulations.

"I'm becoming increasingly concerned that the Transportation Department is not doing everything in its power to ensure the motoring public's use of the Center Street Bridge structure this winter," he told Miller in the letter.

But the state's project manager, Arthur Gottfried, said, "Mother Nature sets the pace. Nobody is delaying the work."

Gottfried said state rules require dry days with 50-plus-degree temperatures for pouring asphalt mixture. "You get below 50 degrees and the asphalt turns brittle right away," he said.

Miller said he hadn't seen the letter yet, so wasn't in a position to comment

Ross said he would need four consecutive days of dry, 50-degree weather to complete the job to state specifications, two to lay the asphalt and two to give it time to cure.

He said the paving will cost his firm about $100,000 and that he can't risk having to do it over again in the spring.

Ross said he has proposed to the state that his firm be allowed to put down a half-inch layer now and apply the rest in the spring. But so far, he said, the state has refused to go along.

The contract doesn't call for completion of the bridge work until October 1985. However, Ross Brothers is so far ahead of schedule city officials have been gearing up for a December 1984 opening.

C. T. "CUB" HOUCK
DISTRICT 17

REPLY TO ADDRESS INDICATED:
☐ S318, State Capitol
Salem, Oregon 97310
☐ 4882 Portland Road NE.
Salem, Oregon 97305

OREGON STATE SENATE
SALEM, OREGON
97310

October 19, 1984

Department of Transportation
135 Transportation Building
Salem, OR 97310

Attn: Fred D. Miller, Director

Dear Mr. Miller:

I'm becoming increasingly concerned that the transportation department is not doing everything in its power to insure the motoring publics use of the Center Street Bridge structure this winter.

The construction has progressed to a point, that with some resourcefulness, this structure could be opened this winter even though the contract calls for a switch-over date on or before October 1985.

I believe there would be considerable benefit to the motoring public, especially to their safety and welfare. The temporary detour construction that has been erected on the East side of the structure serves as a severe safety hazard in inclement weather and also slows passage of vehicular traffic. This also becomes a factor because it slows the response time of emergency vehicles to and from West Salem to emergency facilities in the downtown Salem area.

I would strongly recommend that you immediately investigate these conditions because I feel that immediate action is necessary.

I am planning to arrange a meeting, in the very near future, of elected officials in the affected area and would appreciate you being prepared,at that time, to brief us on the departments actions in this matter.

Sincerely,

Senator C. T. Houck

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	ct	ile

RECEIVED
DOT DIRECTOR
OCT 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓			✓	

7-11

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 24, 1984

IN REPLY REFER TO
FILE NO.: PUB 10-1

To the Editor
Statesman-Journal
P.O. Box 13009
Salem, OR 97309

There you go again!

For the second year in a row, you have editorially cast the Oregon Department of Transportation as the Grinch trying to steal Christmas from the downtown Salem merchants.

Last year, you jumped on our modest effort to hold down traffic congestion in the central business district. Now, you've suggested we're being too cautious about paving the Center Street Bridge, thereby jeopardizing the Christmas buying season.

You really should do something about the hair-trigger of yours.

In fact, the Highway Division is not "at loggerheads" with the bridge contractor, Ross Brothers Construction. If you had checked with either of us, you'd have found that out for yourselves.

The division and contractor have worked well together and are anxious to see the $16 million investment in use. That positive relationship is one reason the bridge is one year ahead of schedule.

Paving specifications, like journalistic standards, demand accuracy. The division and the federal government--which is funding most of the work--insist on proper paving methods, so taxpayers aren't strapped with repaving bills later.

We'll try hard to have the bridge open for traffic, one way or the other, in time for Christmas shopping. Rest assured.

Sincerely,

George Bell

George Bell
Assistant Director for Public Affairs
Oregon Department of Transportation

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
FOR
Info | Inves | R/D | D/A | Sign | Act | File

NOTED
H.S. COULTER

bc: Scott Coulter

731-0148

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October ~~1~~, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Marion Street Widening
Center Street Bridge Project

The widening of Marion Street at Commercial to provide for a left-turn lane is required to handle traffic at this intersection. This need was identified in the 1981 EIS but the work was not included in the transfer funded Marion Street project or the current HBR funded Center Street bridge project.

The widening of Marion Street and the adjustment of the signal is estimated to cost between $85,000-$100,000. There are sufficient HBR funds to cover the cost of widening Marion Street. The work is eligible for Federal participation if added to the current Center Street contract.

It is recommended that the widening of Marion Street at a cost of $85,000 be added to the current HBR funding Center Street project by Price Agreement.

This work is necessary and is fundable. Your approval is recommended.

JHV:bn

10-2-84
Orig sent Hal

I approve - pls coordinate
with Fredrickson and Christensen
to be sure work is done
next summer
ESH

RECEIVED
STAT HWY ENGR
OCT 1 '84
REFER TO
FOR
Info | Inter | R/D | D.R | Sign | Act | File

Contains Recycled Materials

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: September 25, 1984

FROM: Richard Kuehn Richard Kuehn
Preliminary Design Engineer

SUBJECT: Liberty St.-Commercial St. Section
Marion Street

RECEIVED
SEP 25 1984
ROAD DESIGN SECTION

1 Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trost
Wakerlig

Do Not File ☐
Return to
Bring Up ____/____/____
Action

Background:

Region 2 has requested a project to realign the lanes on Marion Street so that three lanes may go through the signal at Commercial Street and on to the bridge approach. The City of Salem has approved Region's plan, but don't want to pay for it.

Question:

1) Why was this revision not included in the Marion Street or Center Street bridge contracts?

2) What should be done at this point?

Information sources checked:

Environmental Impact Statement
Contract plans for both projects
Tom Edward Don Adams
Jim Butler Ted Litchfield
Ron Wolfe Jerry Wimer

Data:

This realignment was not mentioned in the EIS. It was not addressed in either set of plans. Project limits or funding type (HBR) were mentioned as possible reasons the work was not included, but the most likely reason is that it was just overlooked.

The project must be done to realize the capacity increase made available by the addition of the third lane on the bridge. The third lane can be opened without this project being completed; the lanes through the signal would operate as they do today and there will be no capacity increase.

A year ago, Traffic did a complete analysis of lane distributions and capacities of the intersections on Marion in this area. They recommend Region's plan except that the second lane in from the left should be an optional one. With future traffic, the level of service at Commercial will be D, and at Liberty it will be C-D. Along with this plan, the left curb lane at High should become an optional left turn thus eliminating the double left-turn at that intersection.

Region's plan relocates the curb in the western half of the block, but that still leaves a lane width of unused street between the right lane and the parallel parking. I recommend striping a bike lane to delineate that this is not to be used as a traffic lane. That revision would also get bicycles into the proper position to use the bike crossing of the Willamette River.

This unit prepared a plan in 1981 that brought four lanes westbound through the Liberty intersection. The negative aspect of that plan is that a driver in the left lane must switch to the right if he intends to use the bridge.

Recommendation:

The curbs should be rebuilt as shown on the Region's plan, under the Center Street contract if possible.

The left lane at Commercial should be a mandatory left and the next lane over an optional one.

The constrcution should be done as soon as possible, but doesn't have to be completed before the third lane on the bridge is opened.

The unused lane at the north side of Marion should be partially used as a bike lane.

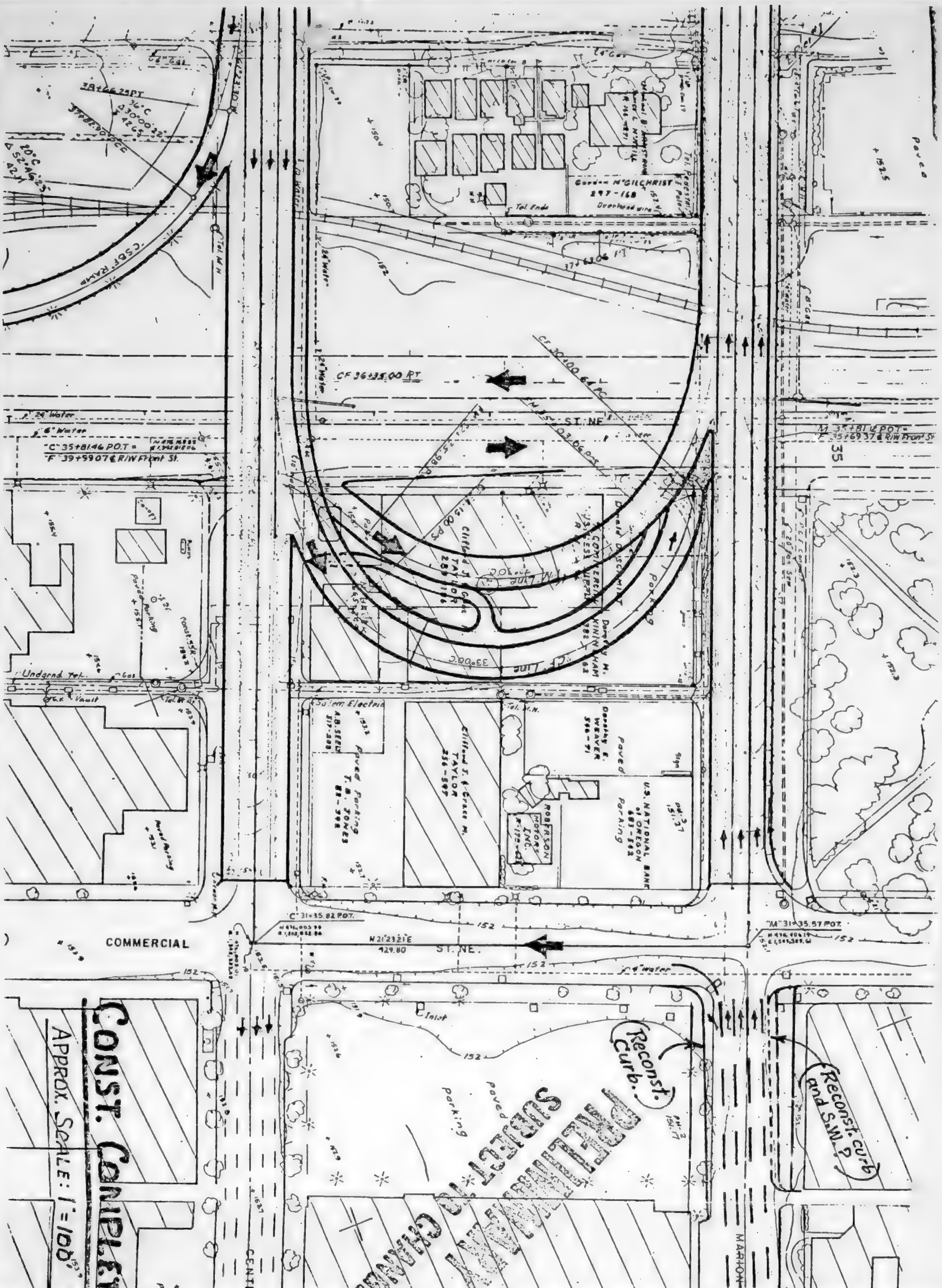
The left lane of Marion at High should be changed to an optional left-straight combination.

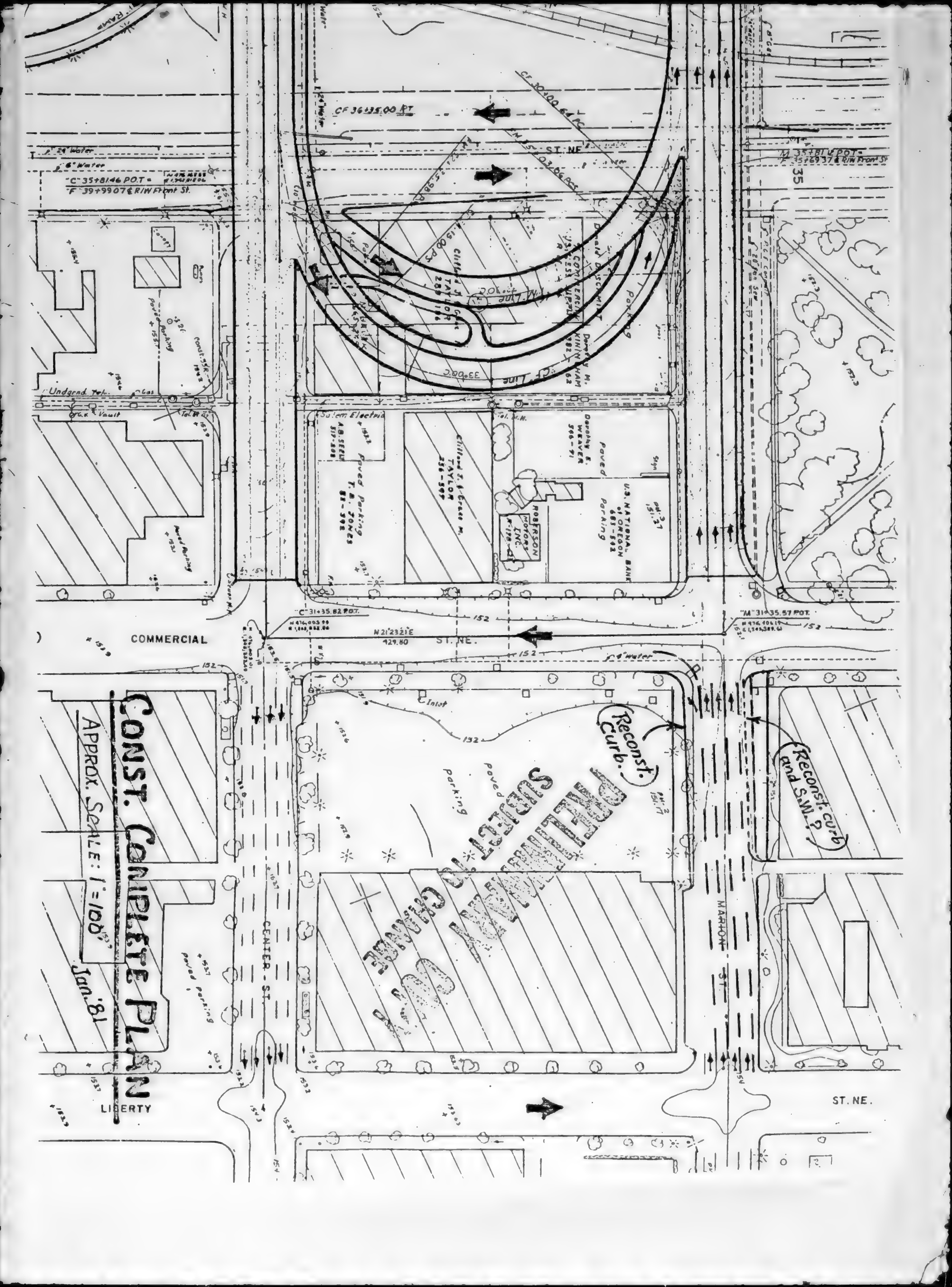
RK:ge

Found this in Prelim. Design files. No record of it being transmitted to anyone. Nothing in Trout's files indicating it was sent out.

Also found the 1983 sketch that became the basis for Region's "Plan A". It was apparently done at request of Region and copy was sent only to them.

Tom.


COMMERCIAL
ST. NE.
ST. NE
CENTER
MARION
CSDF RAMP
CF 36+35.00 PT
C 35+81.46 P.O.T. =
F 39+59.07 R/W Front St.
M 35+81 POT =
F 35+69.37 R/W Front St.
35
24" Water
6" Water
Undgrnd Tel.
Gas
Vault
Tel. M.H.
C 31+35.82 POT.
M 31+35.57 POT.
N21°23'21"E
429.80
152
Gordon McGilchrist
Salem Electric
Clifford S. & Grace M. Taylor
Dorothy E. Weaver
U.S. National Bank
Robertson Motors Inc.
Paved Parking
T. B. Jones
paved
Parking
4" Water
Inlet
Reconst. Curb.
Reconst. curb and S.W.P.
CONST. COMPLET
APPROX. SCALE: 1=100'
PRELIMINARY
SUBJECT TO CHANGE

CONST. COMPLETE PLAN
APPROX. SCALE: 1"=100'
Jan.'81
PRELIMINARY
SUBJECT TO CHANGE
Reconst. Curb.
Reconst. curb and S.W.?
COMMERCIAL
ST. NE.
CENTER ST.
MARION ST.
LIBERTY
ST. NE.
ST. NE
35
CF 36+35.00 RT
"C" 35+81.46 P.O.T.
"F" 39+99.07 ₵ R/W Front St.
"M" 35+81 ₵ P.O.T.
"C" 31+35.82 P.O.T.
"M" 31+35.57 P.O.T.
N 21°23'21" E
429.80
Salem Electric
Paved Parking
T. B. JONES
Clifford J. & Grace M. TAYLOR
Dorothy E. WEAVER
U.S. NATIONAL BANK of OREGON
Parking
ROBERTSON MOTORS INC.
paved
Parking
Undgrnd Tel.
Gas
Vault
Inlet
152
6" Water
24" Water
paved parking

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

DATE: August 30, 1984

FROM: for Doug Hofstetter
Duane O. Christensen
REGION 2 ENGINEER

SUBJECT: Commercial St. - Liberty St. (Salem) Section
Marion Street (Hwy 99E)

The present and proposed lane configuration for the Marion Street Bridge will not match the present laning on Marion Street between Commercial Street and Liberty Street. The right travel lane, in effect, dead ends at Commercial.

Region developed two proposals for correcting the lane alignment on Marion Street and presented them to the City, asking how the City proposed to fund the revision. We had hoped for an offer of Transfer Funds. The response was an approval of "Plan A", but with no offer for funding. The City suggested we use FAP monies, and match it with OSHD funds. The attached correspondence explains the situation in more depth.

We in Region have reviewed the Six Year Plan to identify a project to cancel in Marion County and provide funding for the Marion Street revision. No project was identified as feasible to cancel.

In order to pursue this project and provide the proper lane configuration, Region requests monies from the State Construction fund. Our present estimate of cost is $85,000.

Please give this request your early consideration. The present schedule for opening the Marion Street/Center Street Bridges to traffic is December 1, 1984.

DOC/POS/cal

9-7-84
[illegible]

RECEIVED
STATE HWY ENGR
AUG 31 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

July 23, 1984

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Marion Street - Center Street Bridges
Willamette River
Marion Street Revisions
W.O. #77 0 319

Dear Mr. Stearns:

This is in response to your letter dated May 15, 1984, concerning revisions to Marion Street between Commercial Street and High Street. Attached is a copy of a staff report which the Salem City Council approved on July 16, 1984. The approval is for the State's proposed "Plan A."

Your letter also asked how the City would propose to fund the revisions to Marion Street. As discussed in the staff report we would suggest the use of Federal Aid primary funds with State Highway Division matching funds. It does not appear that any City funds can be made available for the project at this time.

Sincerely,

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL/hww

Attachment

cc: Ronald J. Merry, Director of Public Works
Robert Hansen, Marion County Director of Public Works, with attachment
Ralph W. Lambert, Chief Design Engineer

FOR COUNCIL MEETING OF: July 16, 1984

AGENDA ITEM NO.: 5.4 R

PUBLIC WORKS FILE NO.: 77 0 319

TO: MAYOR AND CITY COUNCIL

R E Abolt

THRU: R. E. ABOLT, CITY MANAGER

Ronald J. Merry

FROM: RONALD J. MERRY, DIRECTOR OF PUBLIC WORKS

SUBJECT: MARION STREET AND CENTER STREET BRIDGES
WILLAMETTE RIVER
MARION STREET REVISIONS

Approved for Prj.

ISSUE:

City Council approval of revisions to Marion Street between Commercial Street and High Street, as part of the Marion Street - Center Street Bridge project.

BACKGROUND:

The City and State entered into a construction-finance agreement, dated April 7, 1981, (Resolution 81-29, March 9, 1981) concerning improvements to the Marion Street and Center Street Bridges. This agreement was supplemental to include illumination and water main construction by Resolution 82-142 on August 30, 1982.

The City Council has approved payments for the Center Street Bridge waterline by adoption of staff reports on September 27, 1982, April 16, 1984 and June 18, 1984.

FACTS AND FINDINGS:

The original two lane Marion Street Bridge is centered in the right-of-way for Marion Street. The bridge has been widened on the south side by adding two additional travel lanes. The bridge is designed to receive three lanes from Marion Street at Commercial Street and add a fourth lane at the ramp from northbound Front Street. In order to do this, certain revisions are needed to the travel lanes on Marion Street to align with the widened bridge. These revisions were not included in the State's contract plans for either the Marion Street or Center Street Bridges.

Attached is a copy of a preliminary plan from the State which shows proposed revisions to Marion Street between Liberty Street and Commercial Street. These revisions are necessary in order to align the traffic lanes to the widened Marion Street Bridge and to minimize weaving maneuvers on Marion Street.

This plan has been made available to the affected advisory groups. No objections have been received from the Citizens Advisory Traffic Commission, Salem Planning Commission, or the Central Area Neighborhood Development Organization. The Downtown Parking Board is scheduled to consider this matter at their July 12, 1984 meeting. (Parking Board Approved 7-12-84)

The affected abutting property owners (Payless Drug Store, First Baptist Church and Russell L. Elliott, et al), were notified of the C.A.T.C. meeting. No objections have been received from any of these abutting property owners.

The State has estimated the cost of these revisions to Marion Street at approximately $85,000.00. The bridge project is funded from a variety of funding sources including, but not necessarily limited to federal hazardous bridge replacement funds, federal aid primary funds, federal aid interstate transfer funds, state highway matching funds, Marion County matching funds and City of Salem matching funds. The construction-finance agreement limits the County's maximum share at $35,000.00, and the City of Salem's maximum share at $437,000.00, for federal participating item. (The City's waterline on the Center Street Bridge is 100% City funded.)

The State Highway Division, by letter dated May 14, 1984, provided the attached plan to the City and Marion County for review. The State's letter also asked how the City proposes that the revisions to Marion Street be funded. The construction-finance agreement limits Marion County and the City of Salem's maximum shares to $35,000.00 and $437,000.00 respectively. Interstate transfer funds could not be used for the Marion Street revisions without an additional amendment to the City-County Memorandum of Understanding. Therefore, it appears that these three funding sources are not available for this work. Federal aid primary funds with the local matching share provided by the State Highway Division would probably be the appropriate source of funds for this construction, however this would need to be a State Highway Division decision, not a City decision.

POLICY ANALYSIS

Sections 25, 26, and 30 of the City Charter require Council action on major grade or alignment changes to an existing street. The changes in grade and alignment proposed for Marion Street are very minor changes and therefore a formal ordinance or resolution procedure does not appear to be necessary.

Council has also requested to be kept advised of upcoming revisions to the major street system and to be kept advised of the status of major construction projects.

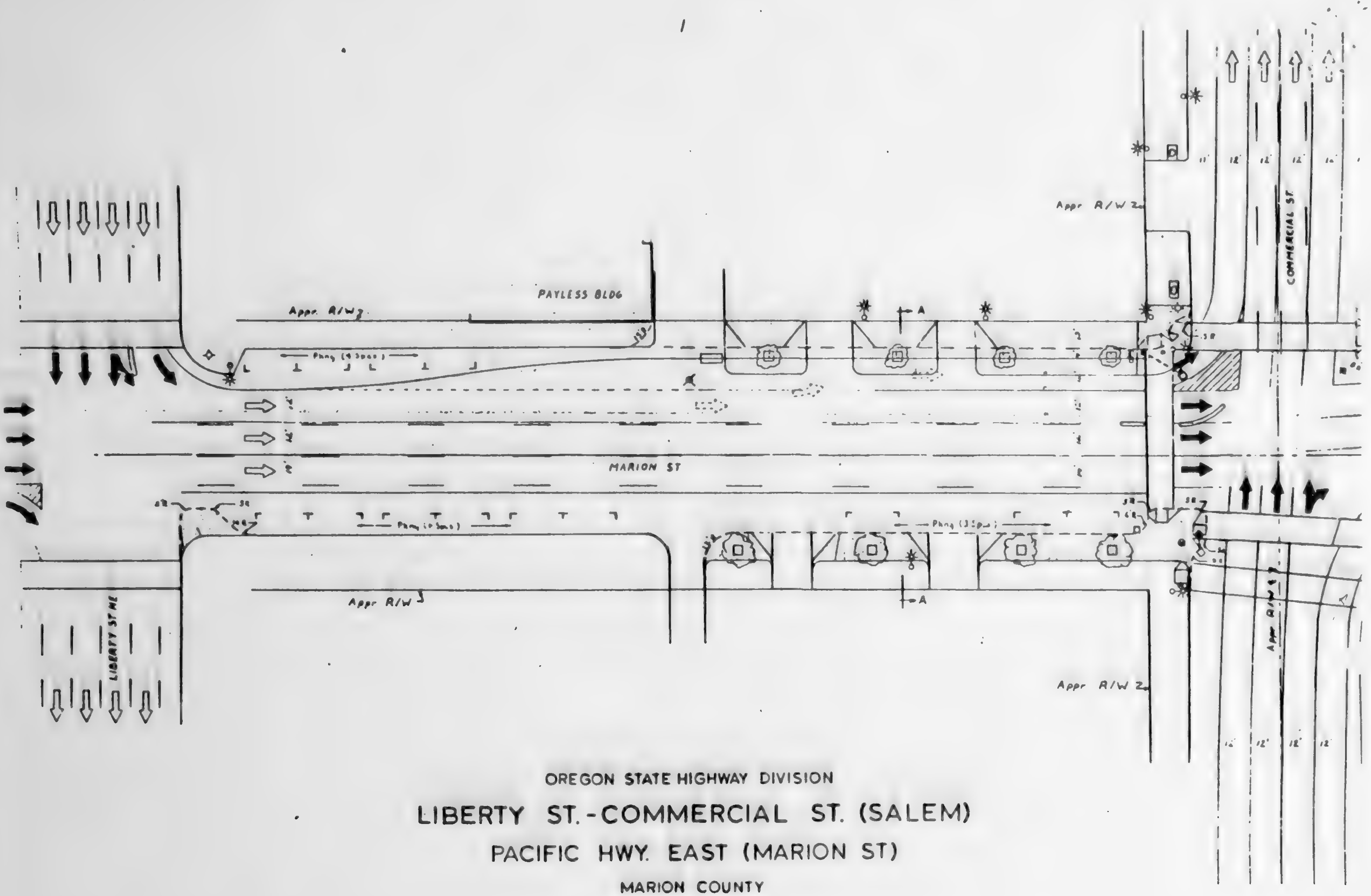
RECOMMENDATION

It is recommended that:

1. The Council approve the proposed revisions to Marion Street between Commercial Street and High Street as described above and shown on the attached plan, and;

2. Staff inform the State that federal aid interstate transfer funds and City of Salem funds are not available for the Marion Street revisions associated with the Center Street-Marion Street Bridge project; and that this work should be funded from State funds or other monies available to the State.

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

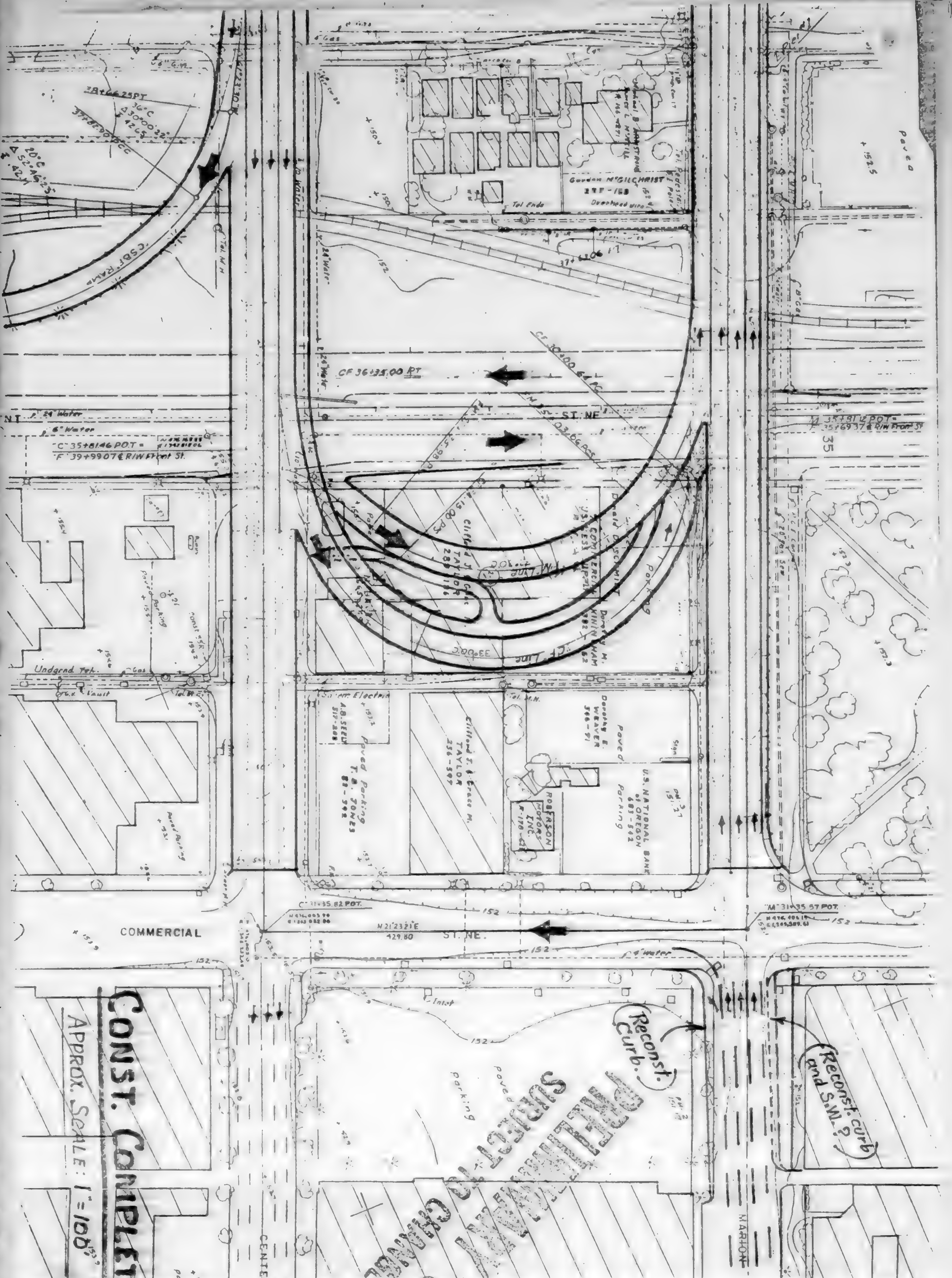

LIBERTY ST NE
MARION ST
COMMERCIAL ST
PAYLESS BLDG
Appr R/W
Appr R/W
Appr R/W
Appr R/W
Appr R/W
A
A

OREGON STATE HIGHWAY DIVISION

LIBERTY ST.-COMMERCIAL ST. (SALEM)

PACIFIC HWY. EAST (MARION ST)

MARION COUNTY

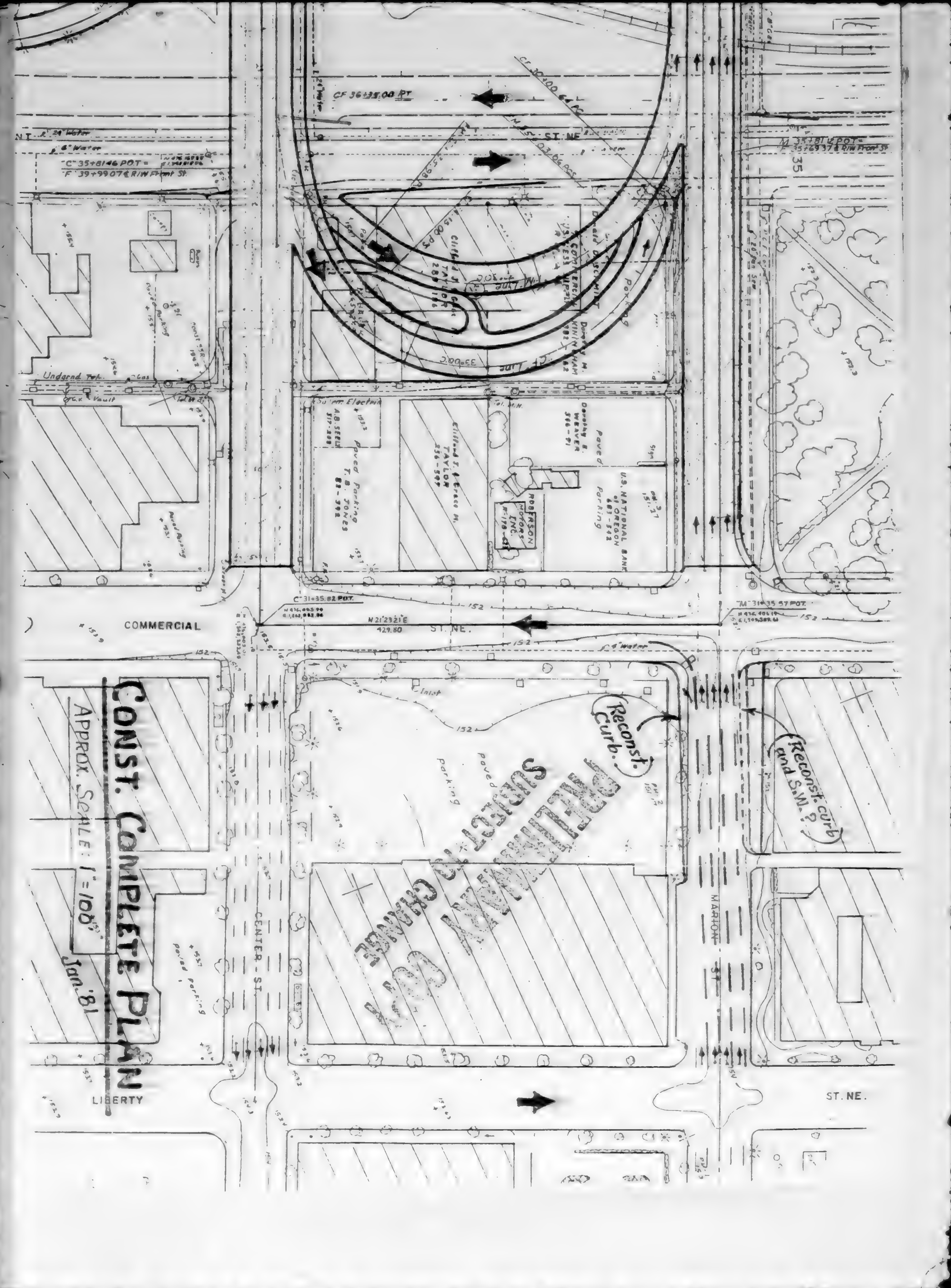


CSBF RAMP
24" Water
6" Water
CF 36+35.00 RT
ST. NE
M 35+91.6 POT = 35+69.37 € R/W Front St.
C 35+81.46 POT =
F 39+99.07 € R/W Front St.
35
Gordon McGILCHRIST
Overhead wire
Tel. M.H.
C Line
M Line
parking
Undgrnd Tel.
Gas
Vault
paved parking
Salem Electric
A.B. SEEL
Clifford T. & Grace M. TAYLOR
Paved Parking
T. A. JONES
Dorothy E. WEAVER
paved parking
ROBERTSON MOTOR INC.
U.S. NATIONAL BANK OF OREGON
COMMERCIAL
ST. NE
N 21°23'21" E 429.80
152
6" Water
Inlet
paved parking
Reconst. Curb.
Reconst. curb and S.W.
CENTER
MARION

CONST. COMPLET

APPROX. SCALE: 1"=100'

PRELIMINARY SUBJECT TO CHANGE



COMMERCIAL
ST. NE.
LIBERTY
ST. NE.
CENTER ST
MARION ST
ST. NE
M 35+81 & POT =
F 35+69.37 & R/W Front St.
35
C 35+81.46 POT =
F 39+99.07 & R/W Front St.
CF 36+35.00 RT
Undgrnd Tel.
Gas
Paved Parking
A.B. SEEL
Paved Parking
T. B. JONES
Clifford I. & Grace M. TAYLOR
Dorothy E. WEAVER
Paved
U.S. NATIONAL BANK OF OREGON
Parking
ROBERTSON MOTORS INC.
Salem Electric
C 31+35.82 POT.
M 31+35.57 POT.
N 21°23'21"E
429.80
152
6" Water
Inlet
Reconst. Curb.
Reconst. curb and S.W.?
paved parking
Paved Parking
PRELIMINARY
SUBJECT TO CHANGE

CONST. COMPLETE PLAN

APPROX. SCALE: 1"=100'

Jan. '81

ROAD DESIGN-HIGHWAY DES 16

Art Gottfried
Project Manager July 25, 1984

Merlyn Anderson

Merlyn Adnerson
Landscape Architect

Willamette River (Center St.) Bridge
Willamina-Salem Hwy.
Polk & Marion County
Contract No. 9541
Landscaping

Approximate locations of conduit needed for future irrigation pipe and electrical wire are shown on the attached plans. If paving limits on the project extend far enough west on Edgewater Street, it may be appropriate at this time to install a conduit for a future water supply line across Edgewater Street. I don't know where the City will permit a meter hookup, but if you feel there is merit in providing a conduit, I'll look into it.

MA:mg

Attachment

bc: Merle Anderson

Verstaeg
Anderson
Adams
Macnab
Edwards
Torpin
Frost
Walcotte

RECEIVED
JUL 26 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

ROUGH DRAFT RESPONSE FOR SANDRA MCINTYRE'S CONSIDERATION

O.K.-WEB

Robert Harrington
14153 Hobart Road
Silverton, OR 97381

RE: Willamette River (Center Street) Bridge
Willamina - Salem Highway
Polk and Marion County
Contract No. 9541

In response to your letter of June 10, 1984, I am sorry you had difficulty when boating recently near the Center Street Bridge.

As you know, this is a construction area; and on the roads in such a situation, drivers are warned to slow down and proceed with caution. The same holds true for river traffic. As required by the U.S. Coast Guard, a 30 foot opening has been provided through the hazardous area. Unfortunately, during the recent high water, considerable drift accumulated against the steel piles driven to support a temporary work bridge, and this has further restricted the channel marked for boat traffic.

At this time the contractor is completing construction of the work bridge and is removing the drift in the process. The work bridge is necessary so the contractor can set the steel girders for the new Center Street Bridge. When this work is done, the work bridge will be removed and the river bed restored to a condition similar to the surrounding area.

I anticipate the work bridge should be removed by the end of August. In the meantime please bear with the inconvenience and try to realize that the condition is only temporary.

Sincerely,

Sandra McIntyre

cc: Ross Bros. Construction, Inc.
Art Gottfried
File

To
File [illegible]
6-29

2547

June 10,1984

To Vic Atieyh, Governor of Oregon,

Iam writing to you with regards, concerning the Marion Street Bridge that you are in the process of tearing down.

My two sons and I were down fishing from the boat today, and I just can not believe the mess you people are leaving the river in.

You have a fifteen foot wide channel for to boats to pass through, as the rest of the river is filled in with chunks of concrete, from the bridge. As we passed through the cannel we struck one of your steel beams that you have sticking up in the air, causing considerable damage to the boat.

It seems to me when you have all kinds of money to buy property on the river front, that you can't spend a little on river cleanup. You people talk about pollutting everything, you are the worst of all.

Sincerely,
Robert Harrington
141[illegible] Hobart Rd.
Silverton, Or. 97381

(Judy
Environmental problem — Let's see if there's some way we can coordinate the State Agencies?

P.S. The river patrol agreed with us on this matter.

March 14, 1984

Pacific Powder Company
PO Box 759
Tenino, WA 98589

CON 5
#9541

Attention: Karolyn Wayt

Gentlemen or Ladies:

Thank you for your note of February 7, 1984, and attached Waiver of Lien informing us that your claim in the amount of $5,598.26 has been paid.

You state this is in reference to the Ross Bros. Construction Inc. Contract No. 9541 for work on the Willamette River (Center Street) Bridge of the Willamina-Salem Highway in Polk and Marion Counties.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKM:kjm

Noted on card
3-14-84

MATERIAL SUPPLIERS
WAIVER OF MECHANIC'S LIEN RIGHTS

KNOW ALL MEN BY THESE PRESENTS:

THAT Pacific Powder Company, P.O. Box 759 - Tenino, WA 98589
(Material supplier and address)

represents that it furnished the following ____________________
(material and quantity)
____________________ to J. C. Drilling
(subcontractor)

as a part of the construction of Willamette River (Center Street) Bridge
(describe)

Located at Willamette River, Oregon Contract #9541 Con #5
(address or legal description)

Material supplier further represents that:

1. It has received payment in full in the amount of $ 5,598.26 for all material described above and hereby waives its mechanic's lien right in connection with said materials in or to the above described property and releases the owner and owners, their successors, assigns, heirs, administrators or executors from any and all liability therefore for all material supplied to date.

Dated February 7, 1984

Pacific Powder Company
(Material supplier)

By: Karolyn Wayt
Karolyn Wayt - Credit Manager

IN THE EVENT MATERIAL SUPPLIER HAS NOT RECEIVED PAYMENT AND SIGNS OPTION 2, BELOW, THEN CHECK WILL BE IN JOINT FORM TO SUBCONTRACTOR AND MATERIAL SUPPLIER.

2. Upon receipt of payment in full in the amount of $ ____________ for all material described above, it waives its mechanic's lien right in connection with said materials in or to the above described property and releases the owner and owners, their successors, assigns, heirs, administrators or executors from any and all liability therefore for all material supplied to date. This release is effective only when check is paid by bank upon which it is drawn.

Date ____________________

____
(Material supplier)

By: ____________________

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

DATE: March 1, 1984

ATTN: Glenn Hossner

FROM: John L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Willamette River (Center St.) Bridge
FAP No. BRF-47(16)
Contract No. 9541
Overtime Violations

Ross Bros. Construction, Inc., the prime contractor on this project, was found to have violated overtime requirements on payrolls number 47 and 51, on which twelve to seven employees were underpaid, respectively.

The violations involved employees working four 10 hour days and paid at straight time. Three employees involved in force account work were paid at straight time with the state being billed for time and one-half.

Proper payment in the amount of $1,038.18 has been paid to the affected employees.

The Highway Division is in the process of assessing liquidated damages of $760.00 to cover the 76 violations involved.

JLW:bk

NOTED
W. E. SCHWARTZ

bc: H. S. Coulter
W. E. Schwartz
Jack Sollis
Duane Christensen
Art Gottfried

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
FOR

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90024

2A. COUNTY NAME Marion & Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/83

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:

Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK

Correction of authorization date SFO #12

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's letter of 11/14/83 and based on the documentation submitted therewith I approve the revised effective date of 1/5/83 to proceed with the work under SFO #12.

RECEIVED
STATE HWY ENG.
DEC 5 '83
REFER TO
Potter
FOR
Info

14. DATE 11/29/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] CL 83-234 *files*

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9541

Grating Specialties
3575 25th Street SE
Salem, OR 97302

Attention: John W. Robertson

Gentlemen or Ladies:

This will acknowledge your claim dated August 5, 1983, concerning the following Highway Division contract:

FILED BY:	Grating Specialties
AMOUNT:	$2,896.45 including service charge
FOR:	Material
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Greenberry Tank & Iron
CONTRACT NO.:	9541
PROJECT:	Willamette River (Center Street) Bridge, Willamina-Salem Highway, Polk and Marion Counties.
SURETY:	Safeco Insurance Co. of America
AGENT:	K L & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
11-9-83 dc

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction Inc.
3501 Brooklake Road, N
Salem, OR 97303

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

GRATING SPECIALTIES
A DIVISON OF THE MICROFLECT CO. INC.

PROOF OF CLAIM
CONSTRUCTION CONTRACT

STATE OF OREGON
COUNTY OF MARION

I, John Robertson, the Manager of Grating Specialties Division of Microflect Co., Inc. of 3575 25th Street, S.E., Salem, Oregon 97302, on behalf of said firm, hereby state under oath that said firm between the dates of December 15, 1982 and February 11, 1983 furnished, sold and delivered steel bar grating, checker plate nosings and R & B Wagner fittings to Greenberry Tank & Iron, sub-contractor, Ross Bros. Construction, general contractor, for the construction of the Center Street Bridge in accordance with a Purchase Order #0548/573, 0585/590, 0752/563, 0753 and 0752/563, dated December 6, 1982, January 20, 1983, February 9, 1983, February 10, 1983, and February 11, 1983, for the agreed price of $5,644.82, plus terms of our invoice (Subject to 2% Service Charge per Month on Overdue Accounts) 2% service charge of $451.63, none of which has been paid except $3,200.00, and leaving a balance due of $2,896.45, including service charge.

Attached hereto are invoice copies, delivery tickets and a statement showing the deliveries furnished Greenberry Tank & Iron and the amount due to claimant therefore; that said firm served notice of said balance due it by Certified Mail dated April 22, 1983 on Contractor and Owner, (copies attached), that there is no just credit nor offset due against said balance and that said firm made no assignment of any part of said balance; and that there are no liens or encumbrances against said balance; that said firm has paid in full for all labor and material furnished and supplied it for said job.

The foregoing information is furnished to the surety in support of affiant's claim and it is understood that the furnishing of this form and the acceptance and/or retention thereof by the surety does not constitute a waiver of any of the terms of the surety's bond nor of any de~~fenses the surety may have~~, nor an admission of liability thereunder.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no attachments

Sworn to and subscribed before me

the 5th day of August 83.
My commission expires April 11, 1986

Eugene E. Stahl
Notary Public

Signed
Affiant's Signature

JOHN W. ROBERTSON Sales Manager 3575 25th. St. S.E. Salem, Oregon 97302
Bus 503 363 9267 Toll free from Portland 503 223-4059 Res 503 638 6662 TWX 510 599 0107

ROAD DESIGN SECTION DES 16

Art Gottfried
Project Manager

November 1, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Willamette River (Center Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties
Contract No. 9541

RECEIVED
NOV 02 1983
ROAD DESIGN SECTION

Anderson
Adams
[illegible]
[illegible]
Terpin
Trout
Wakeman

Do Not File ☐
Return To
Bring Up
Action

Attached are three sets of approved shop drawings for the Type "A" and Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Control Signs Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

U.S. Department
of Transportation

Federal Highway Administration

Memorandum

THE OREGON DIVISION --SALEM

Subject: Oregon Project BRF-47(16)
Willamette River (Center St) Bridge
Salem, Oregon
(SFO #7)

Date: October 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the subject May 6, 1983 request for approval for Force work. Based on a review of the available information, these charges appear to be for construction-related management/liaison activities and are therefore not considered eligible for Federal participation.

The subject order is being returned without approval.

G. K. Hassner
for Dale E. Wilken

Attachment:
Ltr w/att, 5-6-83

RECEIVED
STATE HWY ENGR
OCT 5 '83
REFER TO Christiansen
FOR
Info | R/D ✓

to
10/6

ORDER FOR FORCE WORK

P

ORDER No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Salem CONTRACT No. 9541
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Willamette River (Center Street) Bridge DATE April 22, 1983

HIGHWAY Willamina - Salem FAP No. BRF-47(16)

COUNTY Marion and Polk PREFIX 27-1008 FUNCTION 282-07

DESCRIPTION OF WORK TO BE DONE:

Liaison engineering costs by City of Salem on behalf of Center Street Bridge project.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Labor and equipment	$3,000

EXPLANATION:

Perconstruction-finance agreement 6761, the City shall be reimbursed 100% of actual costs incurred on behalf of the Center Street Bridge project.

Prepare a separate order for each type of force work.
Submit the original as indicated below.

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 14,579,416.41

Present estimate of costs including work under this Force Order . . . . . . $ 14,579,416.41

Estimated Overrun Underrun Amount . . . . . $ 0

Estimated Overrun Underrun Percent 0

SUBMITTED BY: Art Gottfried

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 4/28/83
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70890-734

ORDER FOR FORCE WORK

P

ORDER No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Salem CONTRACT No. 9541
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Willamette River (Center Street) Bridge DATE April 22 1983

HIGHWAY Willamina — Salem FAP No. BRF-47(16)

COUNTY Marion and Polk PREFIX 27-1008 FUNCTION 282-07

DESCRIPTION OF WORK TO BE DONE:

Liaison engineering costs by City of Salem on behalf of Center Street Bridge project.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Labor and equipment	$3,000

EXPLANATION:

Perconstruction-finance agreement 6761, the City shall be reimbursed 100% of actual costs incurred on behalf of the Center Street Bridge project.

Prepare a separate order for each type of force work.
Submit the original as indicated below.

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 14,579,416.41

Present estimate of costs including work under this Force Order . . . . . . $ 14,579,416.41

Estimated Overrun/Underrun Amount . . . . . $ 0

Estimated Overrun/Underrun Percent 0

SUBMITTED BY: Art Gottfried

TITLE: Project Manager

APPROVAL RECOMMENDED: ______ Region Engineer

APPROVAL RECOMMENDED: ______

TITLE: ______

APPROVED: ______ Construction ~~or Traffic Engineer~~

4/25/83

APPROVAL RECOMMENDED: ______

TITLE: ______

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70890-734

RECEIVED

HCE EME RTE

GEO FSG ENV RFE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 26, 1983
Salem, OR 97310

FILE: CON 5
27-1008

FROM: Art Gottfried
Project Manager

J. Valentine
for

SUBJECT: Willamette R. (Center St.) Br.
Willamina - Salem Hwy.
Marion & Polk County
Contract 9541

TO: Gerald Wimer
Region Construction Engineer

Order for Force Work No. 7

Attached for your approval and forwarding is Order for Force Work No. 7 for the subject project.

This order is to reimburse the City of Salem for actual costs incurred in engineering liaison work on behalf of the Center Street Bridge project, in accordance with construction-finance agreement No. 5751, signed March 10th, 1980.

cc: C. T. [illegible] w/original order and
[illegible] above.
[illegible] recommended.
[illegible]

G. Wimer
REGION II CONSTRUCTION ENGINEER

ct
cc: File

CE K
CAE
HOE
SCS
SCS
EO
RECEIVED
APR 28 1983
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

T

CITY
OF SALEM
OREGON
City Hall / 555 Liberty St
Zip Code 97301

Public Works Department

April 4, 1983

Art Gottfried, Project Manager
Oregon State Highway Division, Region 2
P.O. Box 14030
Salem, OR 97310

RE: Marion Street and Center Street
Bridges - Willamette River W.O. #770319
Construction-Finance Agreement #6761
Contracts 9291 and 9541

Dear Mr. Gottfried:

The City signed the construction-finance agreement for the Marion Street and Center Street bridge project on March 10, 1980. The agreement specifies that the State will reimburse the City for federal aid participating project costs.

Between August 1, 1982 and February 28, 1983, the City has accumulated $1,076.57 in liaison engineering costs related to these projects. We anticipate an additional $2,000 to $3,000 of liaison engineering costs between now and the completion of the Center Street bridge contract.

Please provide us with a copy of the State force order to OSHD contract 9291 and/or contract 9541, or other appropriate documents, so that we can show the proper State Highway accounting codes on our billings.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh

cc: Ralph Lambert, Project Engineer
Jerry Mattson, Cost Accounting Supervisor

RECEIVED
APR 07 1983
OFFICE OF
RESIDENT ENGINEER

RECEIVED
APR 29 1983
CONSTRUCTION
SECTION
CE
CAE
FOE
OCE
SCS
EEO
OM
CA
LS
IC
FE
CP

[redacted]

Approved: E. S. Hunter
MCH:pf
11/3/80

RECEIVED
APR 16 1981
OFFICE OF
RESIDENT ENGINEER

Misc. Contracts & Agreements
No. 6761

CONSTRUCTION-FINANCE AGREEMENT
INTERSTATE TRANSFER PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; MARION COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and the CITY OF SALEM, a municipal corporation within the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

WITNESSETH

RECITALS

1. The Willamina-Salem Highway, State Primary Highway No. 30, is a state highway under the jurisdiction and control of the Oregon Transportation Commission, and Front Street is a part of the Federal Aid Urban System network under the jurisdiction and control of the City of Salem.

2. By the authority granted in ORS 366.770 and 366.775, State, County and City may enter into agreements for the construction, reconstruction, improvement or repair of any street, highway, road or bridge upon such terms and conditions as are mutually agreeable to the contracting parties. Under said authority, State, County and City plan and propose to construct the Marion Street and Center Street Bridges (Salem) Section, hereinafter referred to as "project". The location of said project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. Said project shall be financed with Interstate Transfer (e)(4) and Highway Bridge Replacement Funds with the required local matching funds to be provided by State, County and City.

3. By the authority granted in ORS 366.425, as amended by Chapter 365, Oregon Laws, 1979, any county or city may deposit monies or an irrevocable letter of credit, with the Department of Transportation for performance of work upon any public highway within the State. When any money or a letter of credit is deposited, the state shall proceed with the project. Money so deposited shall be disbursed for the purpose for which it was deposited.

and all construction engineering as a federal aid participating part of the project. Local matching funds will be provided on the basis of $35,000 by Marion County, $437,000 by the City of Salem and the remainder by State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of federal aid participation in all engineering, right-of-way acquisition, eligible utility relocations and construction work for the project. No work shall proceed until said approval has been obtained. Said program shall include services to be provided by State, County and City. State shall notify County and City in writing when authorized to proceed with each phase of the work.

2. State shall obtain the necessary right-of-way, easements and permits, prepare the contract documents, advertise for bid proposals, award all contracts, furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract and, upon completion of construction, thereafter perform all necessary maintenance operations for that portion of the project related to the state highway system.

3. State shall arrange conferences with County and City during construction of the project to review the work in progress and assure conformance with the project request. As a minimum, a pre-construction conference will be convened, prior to proceeding with any work, with representatives of State, County, City and the contractor in attendance and at any time alternates are to be considered. State shall submit plans and estimates for County and City review and approval prior to advertisement for contract bid proposals.

4. State shall, upon receipt of approved monthly itemized statements for 100 percent of actual costs incurred by County or City on behalf of the project to date, promptly reimburse County or City for the full amount of federal aid participation in said costs.

5. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, when the actual total cost of the project has been computed, shall furnish County and City with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall, on a monthly basis, present properly certified bills for 100 percent of actual costs incurred by County on behalf of the project directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as

to be easily verified. County shall be reimbursed for the full amount of federal aid participation in said eligible costs. County's actual costs, direct and indirect, shall be those allowable under the provisions of Federal Management Circular 74-4 and OMB Circular A-102, Attachments G and P.

3. County shall, prior to advertisement for contract bid proposals, forward to State an advance deposit, or irrevocable letter of credit, in the amount of $35,000, said amount being equal to the agreed maximum share of local matching funds to be provided by County.

4. County shall enter into and execute this agreement during a duly authorized session of its Board of County Commissioners.

CITY OBLIGATIONS

1. City shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance to Federal statutes, regulations and the Oregon Action Plan.

2. City shall, prior to advertisement for contract bid proposals, forward to State an advance deposit, or irrevocable letter of credit, in the amount of $437,000, said amount being equal to the agreed maximum share of local matching funds to be provided by City.

3. City shall, on a monthly basis, present properly certified bills for 100 percent of actual costs incurred by City on behalf of the project directly to the State Liaison Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. City shall be reimbursed for the full amount of federal aid participation in said eligible costs. City's actual costs, direct and indirect, shall be those allowable under the provisions of Federal Management Circular 74-4 and OMB Circular A-102, Attachments G and P.

4. City shall relocate or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where said relocation is necessary in order to conform said utilities or facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal aid participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

5. City shall, five weeks prior to the opening of bid proposals, furnish State with an estimate, based on the plans for the project, of the cost of eligible reimbursable utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

6. Upon completion of the project, City shall not unduly hinder the flow of traffic upon the project granting preference to traffic entering from other intersecting roads or streets.

7. City shall, upon completion of the project, control all parking within the limits of the project. Any alterations in regard to traffic control measures shall have concurrence of State.

8. Upon completion of construction, City shall thereafter, at its own cost and expense, maintain and operate any portion of the project lying outside State Highway jurisdiction in a manner satisfactory to State and/or the Federal Highway Administration.

9. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State or County on behalf of the project.

10. City shall close those alleys shown on the sketch map attached hereto, marked "Exhibit B", and by this reference made a part hereof.

11. City shall adopt a resolution authorizing its designated City Officials to enter into and execute this agreement, and the same shall be attached hereto and become a part hereof.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State, County and City shall jointly contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration. Marion County shall contribute a maximum amount of $35,000 toward the cost of the project. The City of Salem shall contribute a maximum amount of $437,000 toward the cost of the project. All additional local matching funds shall be contributed by the State of Oregon.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and the Oregon Action Plan.

3. Provisions of State and Federal law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. 81-29, adopted by its City Council on the 9th day of March, 1981.

Funding arrangements for this project were approved by the Oregon Transportation Commission on October 21, 1980.

This project was approved by the Oregon Transportation Commission on July 18, 1978, at which time the State Highway Engineer was authorized and directed to sign the necessary agreements for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

/s/
Region Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

By /s/ H. S. Coulter
State Highway Engineer

Date 4-7-81

APPROVED AS TO FORM

/s/
County Counsel

/s/
City Attorney

MARION COUNTY, by and through its Board of County Commissioners

By /s/
Chairman

By /s/
Commissioner

By /s/
Commissioner

CITY OF SALEM, by and through its City Officials

By /s/
Mayor

By /s/
City Recorder

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/8/83

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Temporary and permanent modification and relocation of permanent traffic recorders.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/8/83 as requested in Mr. Keasey's letter of 9/13/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 11 is approved for a TEC of $10,000 Federal Funds $8,000.

RECEIVED
STATE HWY ENGR
SEP 28 '83
REFER TO Potter
FOR

Info	Inves	R/D	D.R	Sign	Act	File

14. DATE 9/26/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/2/83

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Install two permanent barricades and one painted crosswalk. Remove temporary detour crosswalk lines and install thermoplastic crosswalks

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/2/83 as requested in Mr. Keasey's letter of 9/13/83 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 12 representing work perfomed by City of Salem is approved for a TEC of $2,030 Federal Funds $1,624.

RECEIVED
STATE HWY ENGR
SEP 28 '83
REFER TO Potter
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

14. DATE 9/26/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 7-11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-2-83

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/25/83

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Furnish and install emergency speed zone sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/25/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for a TEC of $400 Federal Funds $320.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Potter
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to 8/8

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

CL 83-132

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9541

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: Charles W. Cooley
Treasurer

Gentlemen:

This will acknowledge the Notice of Claim dated July 7, 1983, concerning the following Highway Division contract:

7-22-83 bL

FILED BY:	Farwest Steel Corporation
AMOUNT:	$16,606.93
FOR:	Furnishing steel
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Greenberry Tank
CONTRACT NO.:	9541
PROJECT:	Willamette River (Center Street) Bridge, Willamina-Salem Hwy., Polk & Marion Cos.
SURETY:	Safeco Ins. Co. of America
AGENT:	K L & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim ~~has been paid.~~

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMIS[illegible]VICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST STEEL
Corporation

DALE FISCHER
President

NOTICE OF CLAIM

(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST STEEL CORPORATION has a claim for furnishing structural steel by Farwest Steel Corporation in the sum of Sixteen Thousand Six Hundred Six Dollars and Ninety Three Cents ($16,606.93) against the bond taken from Ross Brothers Construction as principal and Safeco Insurance Company of America as surety or sureties for the work of Center Street Bridge, Salem, Oregon.

Dated this 7th day of July, 1983.

FARWEST STEEL CORPORATION
Post Office Box 889
Eugene, Oregon 97440

KC

Charles W. Cooley
Treasurer

RECEIVED
[illegible] OF TRANSPORTATION

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: Ross Brothers Construction
3501 Brooklake Road N.E.
Salem, Oregon 97403

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION, has a claim in the sum of Sixteen Thousand Six Hundred Six Dollars and Ninety Three Cents ($16,606.93) due against the bond taken from Ross Brothers Construction, as principal, and Safeco Insurance Company of America, as surety, for the work or labor and materials performed or furnished by me on Center Street Bridge, Salem, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9541
Project: Work on the Center Street Bridge
Salem, Oregon

That said materials and/or labor were furnished to and received by Greenberry Tank with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 31st day of May, 1983, which labor was performed and/or materials were furnished as follows:

Standard Black Pipe
Hot Rolled Flat Bar
Hot Rolled Round Bar

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 7th day of July, 1983.

FARWEST STEEL CORPORATION
P. O. Box 889
Eugene, Oregon 97440

C W Cooley
KC
Charles W. Cooley
Treasurer

RECEIVED
[illegible] 1983
COMMISSION [illegible] OFFICES
DEPARTMENT OF TRANSPORTATION

CL 83-133

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14,1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9541

Pacific Powder Company
P.O. Box 759
Tenino, WA 98589

Attention: Karolyn Wayt
Credit Manager

ED
7-15-83 Bk

Gentlemen or Ladies:

This will acknowledge your letter of June 28, 1983, with attached letters, filing a claim against the following Highway Division contract:

FILED BY:	Pacific Powder Co.
AMOUNT:	$5,598.26
FOR:	Supplying explosives
AGAINST (Prime Contractor)	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	J. C. Drilling
CONTRACT NO.:	9541
PROJECT:	Willamette River (Center Street) Bridge, Willamina-Salem Highway, Polk and Marion Counties
SURETY:	Safeco Ins. Co. of America
AGENT:	K L & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0186

PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

June 28, 1983

Dept. of Commission Services
Oregon State Highway Dept.
c/o Robert Gornsen
121 Transportation Bldg.
Salem, OR 97130

Re: Willamette River (Center St.) Bridge
OSHD Contract 9541
Drilling and Blasting

Dear Mr. Gornsen:

This is to notify you that we would like to file claim on the retainings of the above referenced project. Ross Brothers, 3501 Brooklane Road North, Salem, OR 97305, is the general contractor. We supplied explosives to J. C. Drilling for this project and the preliminary lien notices were sent out on April 14, 1983 to Ross Brothers, J. C. Drilling and the Oregon State Highway Department, notifying them of our supplying explosives to this job.

We have been in contact several times with Steve Ross and his secretary, requesting joint payment. Now we have been informed that J. C. Drilling has been paid sometime ago and they have not paid us.

I appreciate your filing this claim and hope this will result in payment. Please send us confirmation of claim.

Thank you.

Sincerely,

Karolyn Wayt
Credit Manager

KW:db
Certified Mail

CERTIFIED
P 243 305 494
MAIL

RECEIVED
JUN [illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

June 28, 1983

Terry McConnell
Corroon & Black/Dawson & Co., Inc.
2911 Second Avenue
P.O. Box C34201
Seattle, WA 98124

Re: Willamette River (Center St.) Bridge
OSHD Contract 9541
Drilling and Blasting

Dear Ms. McConnell:

This will confirm our conversation with your company on June 24, 1983, regarding the J. C. Drilling balance owed us in the amount of $5,598.26, his bond No. 006345.

We have supplied explosives to the above referenced project and to date have not been paid. We therefore make this demand on his bond for nonpayment of this bill. Please send us confirmation of claim.

We have called and written letters to Mr. Curry with no response; therefore, we file this claim with your bonding company in compliance with the U.S. Code 40, Sections 270A, B and C. The date of the last invoice was April 30, 1983.

Thank you.

Sincerely,

Karolyn Wayt
Credit Manager

KW:db
Certified Mail

RECEIVED
JUN [illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

June 28, 1983

Ross Brothers Construction
3501 Brooklane Road North
Salem, OR 97305

Re: Willamette River (Center St.) Bridge
OSHD Contract 9541
Drilling and Blasting

Gentlemen:

We have supplied explosives to J. C. Drilling for the above referenced project and to date have not been paid the balance due us of $5,598.26. We are therefore making demand on his bond for nonpayment.

This letter is to advise you of this in compliance with U.S. Code 40, Sections 270A, B and C.

Sincerely,

Karolyn Wayt

Karolyn Wayt
Credit Manager

KW:db
Certified Mail

RECEIVED
JUN [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PACIFIC POWDER COMPANY
P.O. BOX 759, TENINO, WASHINGTON 98589 • TELEPHONE (206) 264-2725

June 28, 1983

Jerry Curry
J. C. Drilling and Const. Co., Inc.
No. 6, Lummi Key
Bellevue, WA 98006

Re: Willamette River (Center St.) Bridge
OSHD Contract 9541
Drilling and Blasting

Dear Mr. Curry:

As several letters have indicated, your account is past due and we are filing claim on your bond and any retainings against the job.

We have tried to work with you but you have not returned our phone calls or answered our letters; therefore, this leaves us no alternative but to take this action. Your bill for $5,598.26 still remains unpaid and past due as you are well aware.

We hope you will get this cleared up before the claim affects your future business.

Thank you.

Sincerely,

Karolyn Wayt

Karolyn Wayt
Credit Manager

KW:db
Certified Mail

RECEIVED
JUN 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7511

May 11, 1983

City of Salem
City Hall
Salem, OR 97301

AGR

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a letter-form supplemental agreement covering planting, maintenance and irrigation of landscaped areas on the Marion and Center Street Bridges of the Willamina-Salem Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

1982 Will. R. (Center St.) Br. 9541
Sec. on the Willamina-Salem Hwy.
in Salem. #4

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO:	Art Gottfried (Salem) Project Manager	DATE:	November 15, 1982
FROM	Donald R. Adams Final Design Engineer		
SUBJECT:	Willamette River (Center Street) Bridge Willamina-Salem Highway Polk & Marion Counties		

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
525+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9214-00	Center Street ("C" Line)	Centerline	Profile Grade
9214-01	Center Street ("C" Line)	28' Left	Profile Grade
9214-02	Center Street ("C" Line)	28' Left	Subgrade
9214-03	"FM" Line	Centerline	Profile Grade
9214-04	"FM" Line	18' Left	Profile Grade
9214-05	"FM" Line	Centerline	Subgrade
9214-06	"CF" Line	Centerline	Profile Grade
9214-07	"CF" Line	Centerline	Subgrade
9214-08	"CF" Line	18' Right	Profile Grade
9214-09	Willamina-Salem Hwy. ('B" Line)	13' Right	Profile Grade
9214-10	Willamina-Salem Hwy. ("B" Line)	13' Right	Subgrade
9214-11	Willamina-Salem Hwy. ("B" Line)	10' Left	Profile Grade
9214-12	Willamina-Salem Hwy. ("B" Line)	Centerline	Profile Grade
9214-13	"CSBF" Line	Centerline	Profile Grade
9214-14	"CSBF" Line	18' Left	Profile Grade

1541

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. L. Cranford
Urban Studies Engineer

DATE: November 2, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Center Street Bridge Replacement Analysis

RECEIVED
TECHNICAL SERVICES
NOV 13 '79
REFER TO
FOR
File
Act
Sign
O/R
R/D
Invs
Info

A review has been conducted of the detour alternatives contained in your report entitled, "Salem: Center Street Bridge Replacement Analysis".

You conclude that Alternatives 3, 4A, 4B, 7, 8A and 8B are the most promising from a traffic operations standpoint. Alternatives 4B and 8B were included to identify level of service conditions if the Front Street project is not finished before the bridge detour becomes operational. Assuming the Front Street project will be finished prior to the bridge detour, then Alternatives 3, 4A, 7 and 8A become the alternatives to choose from. Our analysis consists of reviewing the operational aspects of these four alternatives. Attached are schematic drawings with comments shown for each alternate.

52-Foot Marion Bridge Alternatives

Alternatives 3 and 4A assume two-way traffic on a 52-foot wide Marion Street Bridge. They are similar in their westbound approach to the bridge. Three westbound lanes are carried for about 400 feet from Commercial Street then taper to two westbound lanes. This merge is expected to introduce an undesirable safety hazard compounded by the climbing grade approaching the bridge. A hazard is particularly perceived during the PM peak period when three full traffic lanes start from a stopped condition at the signal. Traffic in the left lane will be required to merge into a lane with few gaps. Slow moving trucks climbing the grade in the merge lanes would further contribute to an unsafe merge. Because this merge is susceptible to creating a breakdown in traffic flow, the level of service at the intersection of Marion and Commercial Streets is likely to be worse than that calculated.

In addition, Alternative 4A is deficient in storage distance by about 120 feet for traffic destined to Front Street. Consequently, periodic backups from the Front Street signal will block the right lane during the morning peak hour. Only the left lane will be clear for traffic to proceed to Commercial Street.

56-Foot Marion Bridge Alternatives

Alternatives 7 and 8A assume two-way traffic on a 56-foot wide Marion Street Bridge with three westbound lanes that extend across the bridge to the Wallace Road exit ramp. From a traffic operations standpoint, these alternatives are by far the best for westbound traffic.

Alternatives 7 and 8A have different design treatments for eastbound traffic. Each eastbound design has some operational problems. Alternate 7 has potential lane change and weaving problems on Commercial Street between Marion and Center Streets. By providing separate signal phases and lane use signing, the lane change conflicts can be minimized.

Alternative 8A has the same storage distance deficiency at the approach to Front Street as described for Alternative 4A.

An advantage of Alternative 7 is constructing the permanent location of the Front Street ramp. Immediate use of the ramp is available upon reconstruction of the Center Street Bridge. Alternative 8A requires removal of the temporary ramp and completion of the permanent ramp before Front Street has ramp access to the Marion Street Bridge.

Summary

Because of the merge problem and the projected need of four-lane bridges, the 52-foot option of Alternatives 3 and 4A are not favored. A 52-foot width would be substandard for a four-lane bridge.

The 56-foot Marion Street Bridge option of Alternatives 7 and 8A provide good operation for westbound traffic. Because Alternative 7 provides the immediate use of the Front Street ramp, upon reconstruction of the Center Street Bridge, and does not have the storage distance deficiency found in Alternative 8A, we conclude that Alternative 7 has the best operating conditions.

ORIGINAL SIGNED BY L. E. GEORGE

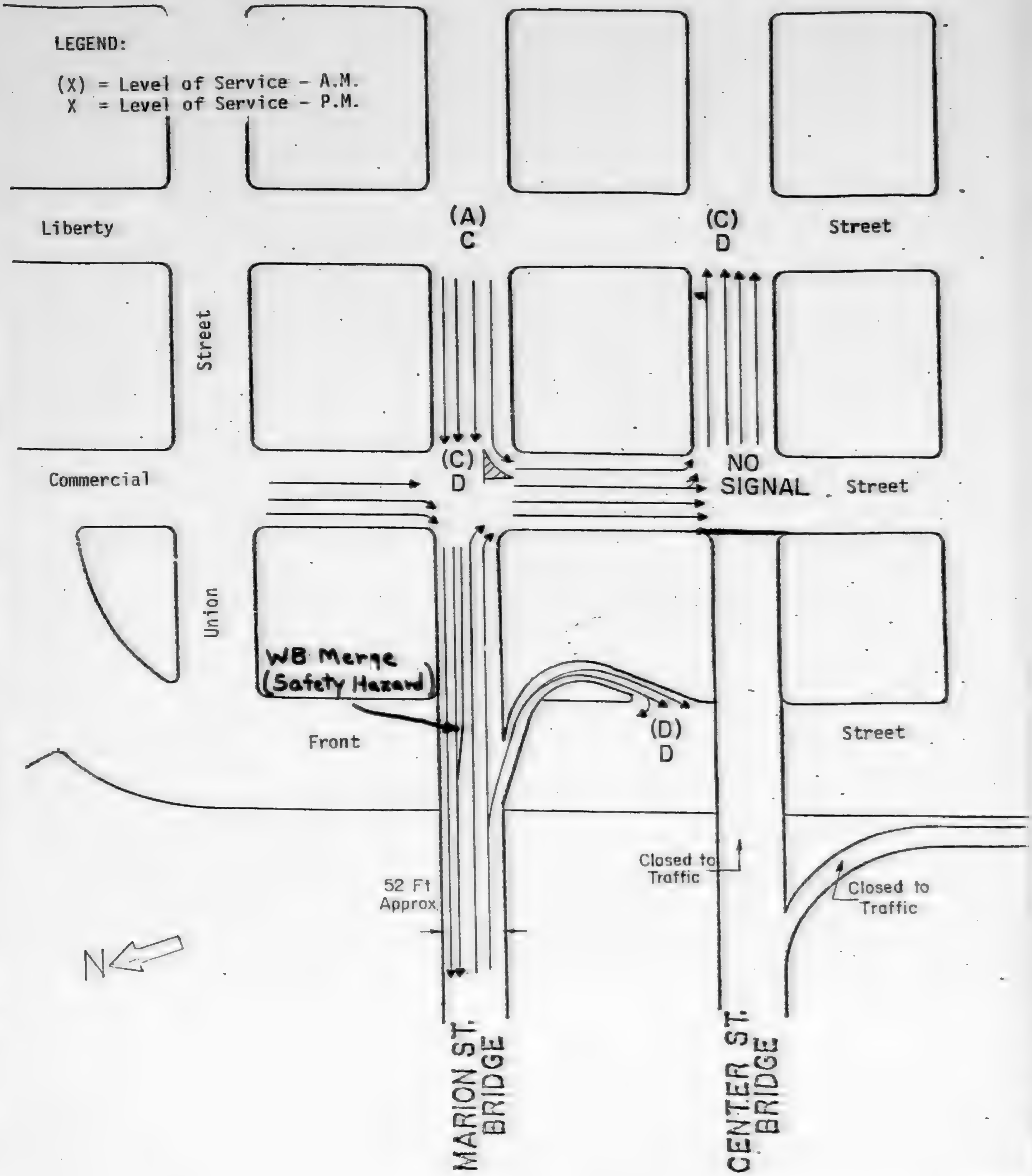
L. E. George
Traffic Engineer

JH:ds
Attachments

cc: E. S. Hunter
J. H. Versteeg
G. A. Potter
C. O. Fredrickson

SALEM BRIDGES

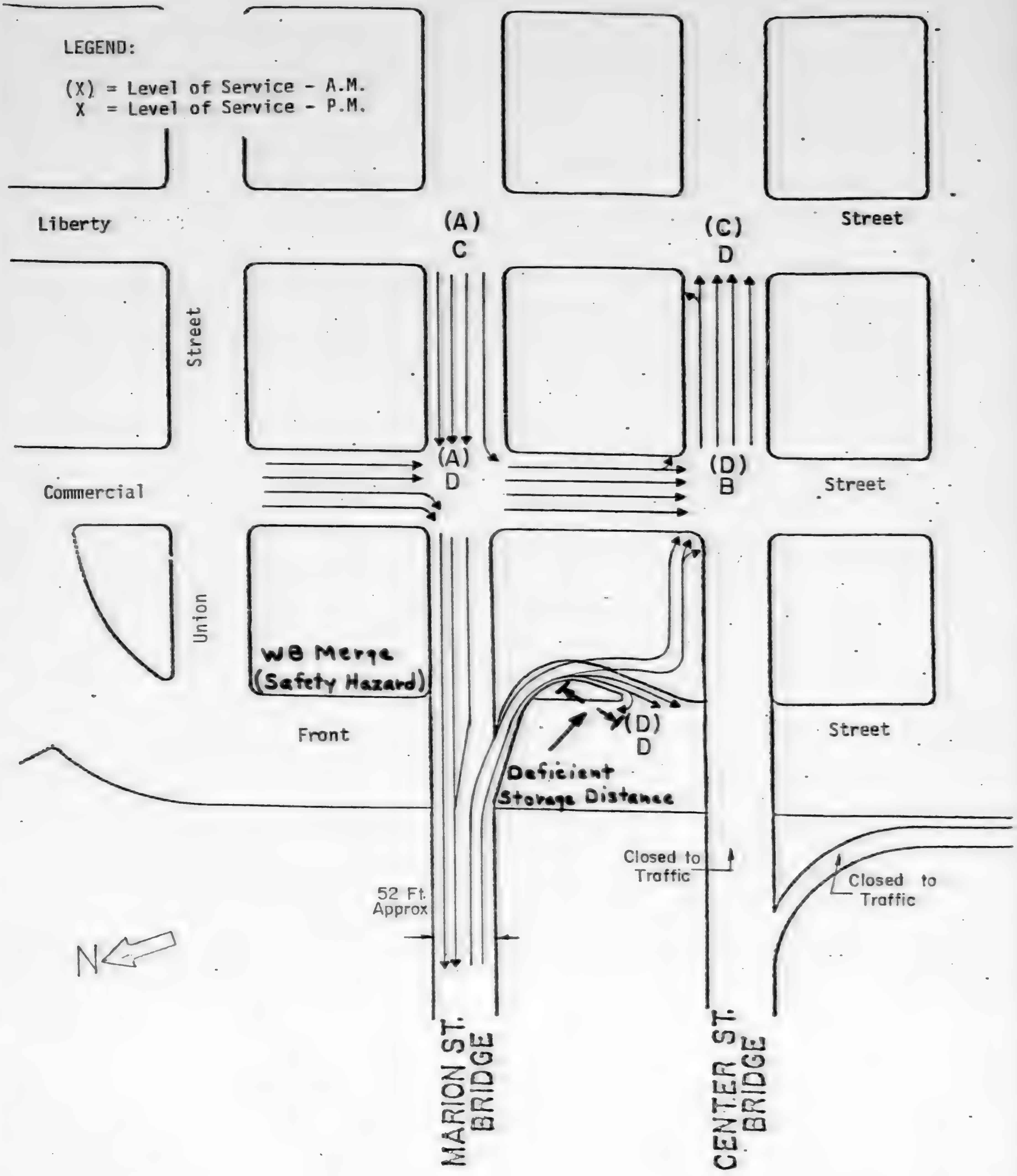
DETOUR ALTERNATE 3



LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
(A)
C
(C)
D
Street
Commercial
(C)
D
NO SIGNAL
Street
Union
Street
WB Merge (Safety Hazard)
Front
(D)
D
Street
Closed to Traffic
Closed to Traffic
52 Ft Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

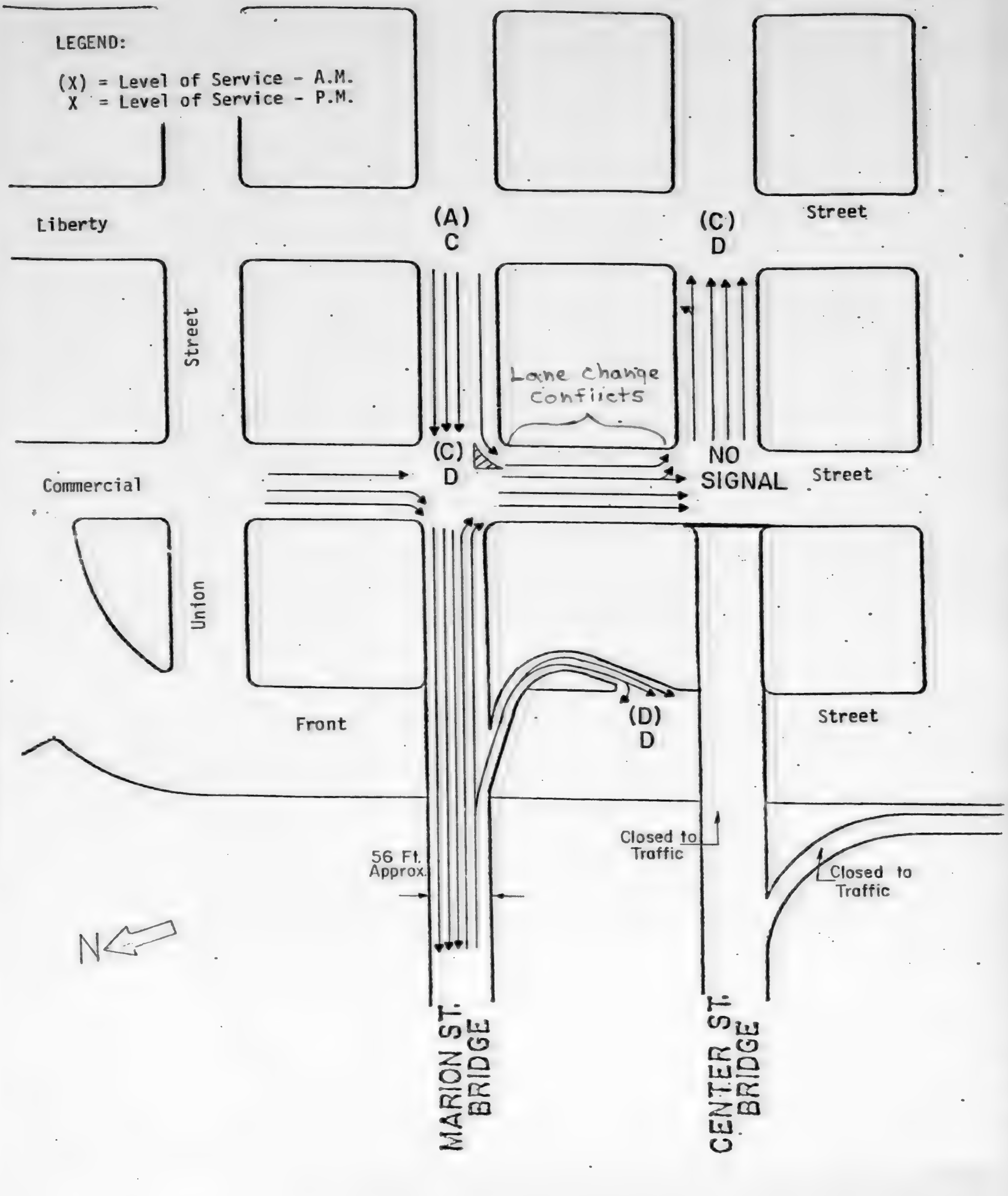
SALEM BRIDGES

DETOUR ALTERNATE 4A


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
Street
(A)
C
(C)
D
(A)
D
(D)
B
Commercial
Street
Union
Street
WB Merge
(Safety Hazard)
(D)
D
Front
Street
Deficient
Storage Distance
Closed to
Traffic
Closed to
Traffic
52 Ft.
Approx
N
MARION ST.
BRIDGE
CENTER ST.
BRIDGE

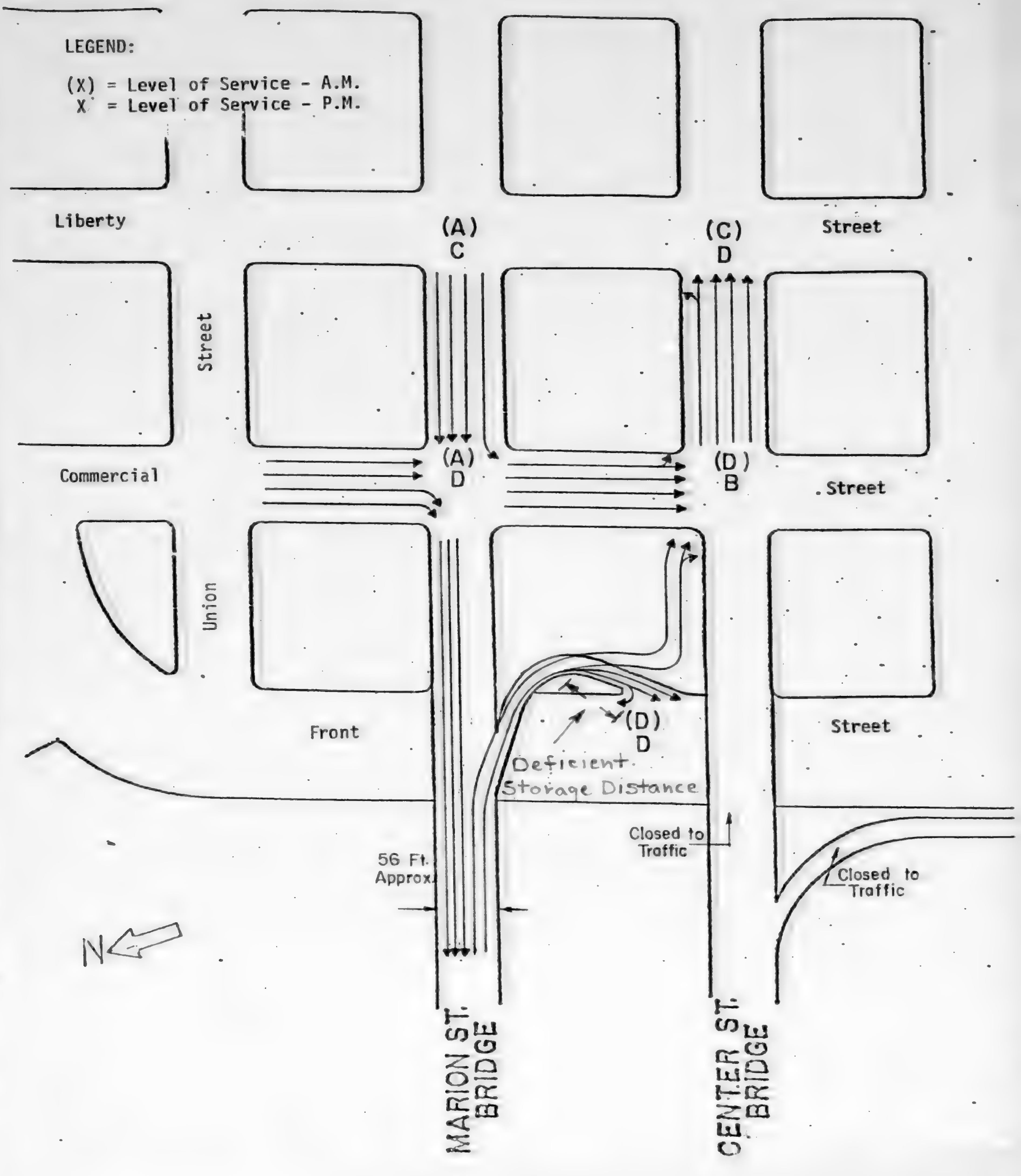
SALEM BRIDGES

DETOUR ALTERNATE 7


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
Street
(A)
C
(C)
D
Lane change conflicts
(C)
D
NO SIGNAL
Commercial
Street
Union
Street
Front
Street
(D)
D
Closed to Traffic
Closed to Traffic
56 Ft. Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 8A


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
(A)
C
(C)
D
Street
Street
Commercial
(A)
D
(D)
B
Street
Union
Front
(D)
D
Street
Deficient
Storage Distance
Closed to Traffic
Closed to Traffic
56 Ft.
Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-47(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/30/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK:
Bikeway striping and legend; Bikeway signs in place

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approved the advance authorization date of 9/30/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $1,300 Federal Funds $1,199.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO Moe Irvine
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL G R Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7541

L

October 1, 1982

City of Salem
City Hall
Salem, OR 97301

AGR 4-1

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7541

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Letter-Form Agreement covering the installation of a 24-inch water main and illumination as a part of the Center Street Bridge contract.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

F I L E

September 1, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 2, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 2, 1982 on the following projects:

1. Willamette River (Center Street) Bridge
   Willamina-Salem Highway, Polk and Marion Counties
   Structure

   An independent, ten-foot bikeway on the structure and necessary bikeway approaches will be constructed.

2. Sycan River (Drews Road) Bridge
   County Road, Klamath County
   Structure

   Thirty-two-foot aggregate surfaced roadway approaches and thirty-two-foot roadway on structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

1541

DES 16

INTEROFFICE MEMO

STATE OF OREGON
ROAD DESIGN SECTION

TO:	Art Gottfried Resident Engineer	DATE: August 31, 1982
FROM:	Don Adams Final Design Engineer	
SUBJECT:	Willamette River (Center St) Bridge ~~East Portland Freeway Highway~~ ~~Multnomah County~~	

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9214-00	Center Street Mainline ("C" Line)	Centerline
9214-01	Center Street Mainline ("C" Line)	28' Left
9214-02	Center Street Mainline ("C" Line)	28' Left
9214-03	"FM" Line	Centerline
9214-04	"FM" Line	18' Left
9214-05	"FM" Line	18' Left
9214-06	"CF" Line	Centerline
9214-07	"CF" Line	Centerline
9214-08	"CF" Line	18' Right
9214-09	Willamina-Salem Hwy ("B" Line)	13' Right
9214-10	Willamina-Salem Hwy ("B" Line)	13' Right
9214-11	Willamina-Salem Hwy ("B" Line)	10' Left
9214-12	Willamina-Salem Hwy ("B" Line)	Centerline
9214-13	"CSBF" Line	Centerline
9214-14	"CSBF" Line	18' Left

Attachments

cc: Jim Grassman

Contains Recycled Materials

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-47(16)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90024

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/18/82

8. FEDERAL ROUTE NUMBER
Primary 47

9. STATE ROUTE NUMBER
Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 7/28/82 you are now authorized to proceed with the actual adjustments to the City of Salem's water line facilities on an actual cost basis estimated to be $5,542 Federal Funds $4,433.60.

I approve the Agreement with the City of Salem.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO
FOR
Info R/D Act File

14. DATE
8/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, P.E. & P.L.S.
Assistant State Highway Engineer
Technical Services Branch

DATE: July 30, 1982

DES 23
123K

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Supplemental Agreement
Willamette River (Center Street) Bridge
Willamina-Salem Highway, No. 30
City of Salem

NOTED
E. S. HUNTER

The proposed agreement as drafted, Page 1, calls for the State to install the illumination on the Center Street Bridge and for the City, Page 2, to maintain the system including power costs. ODOT September 8, 1981, Policy Statement for Cooperative Traffic Control Projects (copy attached) on Page 3 calls for a 25 percent State and 75 percent City cost sharing on installation, maintenance and power costs. In a meeting of July 12, 1982 (copy attached), the City mentioned the Cooperative Agreement as far as the split of costs on maintenance and power costs, but conveniently ignored a sharing of costs on installation.

There is no problem with the agreement as drafted as long as both parties have a clear understanding of just where their responsibilities lie.

WJH:jrb

Attachments

RECEIVED
TECHNICAL SERVICES
JUL 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4541

ROW 18-4

July 28, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 30 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Water Facility Relocation
City of Salem
Willamette River (Center St.) Bridge Sec.
Willamina-Salem Highway
Marion County
Project No. BRF-47(16)

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated July 20, 1982, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and aughorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,542.

JMC/llr
Enclosure
cc: E. S. Hunter ✓
J. M. Cartwright
Don Bedford

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-47~~(6)~~ (16)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion
Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/23/82	Primary 47	Primary 30

10. GENERAL LOCATION:
Willamette River (Center Street) Bridge

11. GENERAL DESCRIPTION OF WORK
Structure, illumination and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Bikeway signs, Striping & Legend S.F $1,300
on the job training $12,000
Signal Control & OPTICOM testing $2,850
Railroad Protective Services $19,000
Temporary & Perm Pavement Striping S.F $5,600
Remove Pavement Striping S.F $1,000
State Furnished Software $80,000
Asphalt Cement Adjustment $6,600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7/22/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $17,039,132 Federal Funds $13,631,305.

A sign copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 4 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Att | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/23/82	E. J. Valach	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

JUN 30 1982

RECEIVED
STATE HWY ENGR
JUL 8 '82
REFER TO Hunter
FOR
Info ✓ | Inves | R/D | D.R | Sign | Act | File

IN REPLY REFER TO:
HNG-1

NOTED
E. S. HUNTER

The Honorable Bob Packwood
United States Senator
P.O. Box 3621
Portland, Oregon 97208

Dear Senator Packwood:

This is in reply to your June 9 letter to the Federal Highway Administration regarding the Center Street Bridge in Salem, Oregon. You enclosed a copy of a letter you received from Salem Mayor Kent L. Aldrich opposing preparation of a steel alternative to the concrete design for the bridge project.

The Federal Highway Administration policy over the past few years has been to require alternate designs on major bridges to reduce construction costs by stimulating competition among the various industries supplying materials for bridges. This policy has been very successful in reducing construction costs.

Earlier this year, we reviewed material provided by the Highway Division of the Oregon Department of Transportation (ODOT) and our field offices on the alternate design question. Officials of the ODOT had asked that they not be required to comply with our policy calling for alternate designs. In conducting our review, we recognized the advanced status of the bridge project but also took into account our concern about the unusually high cost of the proposed concrete design.

On February 4, we wrote to our Regional Federal Highway Administrator in Portland, Oregon, Mr. M. Eldon Green, and asked that the ODOT be advised to complete an alternate design in structural steel, subject to a number of conditions which I believe balanced the need to assure competitive bidding with the need to advance the project promptly. After considering information from the steel companies about the cost of a steel structure, the ODOT decided to develop the steel alternate. The State expects to be able to advertise for bids in July. While our requirement of alternate designs may have delayed construction by a few months, there is a very good chance the cost of the bridge will have been considerably reduced, either by selection of a less expensive steel alternate or by a reduction in the bids submitted for the concrete choice.

I suggest Mayor Aldrich continue to work with ODOT officials and our Division Administrator in the State, Mr. Dale E. Wilken, as they evaluate alternate designs. They could also discuss the compatibility of the steel alternate with the city's plans to install a water pipe on the bridge.

RECEIVED
TECHNICAL SERVICES
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We have also answered similar inquiries on this matter from Senator Mark O. Hatfield and Representative Denny Smith. I will provide copies of this correspondence to our field representatives and, through them, to ODOT officials so they will be aware of your concern about this matter. Please let me know if I can be of further assistance.

Sincerely yours,

Donald L. Ivers

R. A. Barnhart
Federal Highway Administrator

cc:
Washington Office

DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

JUN 30 1982

RECEIVED
STATE HWY ENGR
JUL 8 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

IN REPLY REFER TO:
HNG-1

The Honorable Mark O. Hatfield
United States Senator
114 Pioneer Courthouse
Portland, Oregon 97204

Dear Senator Hatfield:

This is in further reply to your June 7 letter to Congressional Liaison Officer Susan Lauffer regarding the Center Street Bridge in Salem, Oregon. You enclosed a copy of a letter you received from Salem Mayor Kent L. Aldrich opposing preparation of a steel alternative to the concrete design for the bridge project. Assistant Secretary for Governmental Affairs Lee L. Verstandig acknowledged your inquiry on June 21.

The Federal Highway Administration policy over the past few years has been to require alternate designs on major bridges to reduce construction costs by stimulating competition among the various industries supplying materials for bridges. This policy has been very successful in reducing construction costs.

Earlier this year, we reviewed material provided by the Highway Division of the Oregon Department of Transportation (ODOT) and our field offices on the alternate design question. Officials of the ODOT had asked that they not be required to comply with our policy calling for alternate designs. In conducting our review, we recognized the advanced status of the bridge project but also took into account our concern about the unusually high cost of the proposed concrete design.

On February 4, we wrote to our Regional Federal Highway Administrator in Portland, Oregon, Mr. M. Eldon Green, and asked that the ODOT be advised to complete an alternate design in structural steel, subject to a number of conditions which I believe balanced the need to assure competitive bidding with the need to advance the project promptly. After considering information from the steel companies about the cost of a steel structure, the ODOT decided to develop the steel alternate. The State expects to be able to advertise for bids in July. While our requirement of alternate designs may have delayed construction by a few months, there is a very good chance the cost of the bridge will have been considerably reduced, either by selection of a less expensive steel alternate or by a reduction in the bids submitted for the concrete choice.

I suggest Mayor Aldrich continue to work with ODOT officials and our Division Administrator in the State, Mr. Dale E. Wilken, as they evaluate alternate designs. They could also discuss the compatibility of the steel alternate with the city's plans to install a water pipe on the bridge.

We have also answered similar inquiries on this matter from Senator Bob Packwood and Representative Denny Smith. I will provide copies of this correspondence to our field representatives and, through them, to ODOT officials so they will be aware of your concern about this matter. Please let me know if I can be of further assistance.

Sincerely yours,

Donald L. Ivers

fo R. A. Barnhart
Federal Highway Administrator

cc:
Washington Office

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

ASSISTANT SECRETARY

JUN 21 1982

The Honorable Mark O. Hatfield
United States Senator
114 Pioneer Courthouse
Portland, Oregon 97204

Dear Mark:

Thank you for your recent letter forwarding correspondence from your constituent, The Honorable Kent Aldrich, Mayor of Salem, Oregon, regarding the Administration's requirement for steel bridge designs.

I have transmitted your inquiry to the appropriate Departmental officials who are familiar with this matter and they will respond to your directly.

I appreciate your contacting me and hope you will not hesitate to call if I can be of any further assistance.

Sincerely,

Lee
Lee L. Verstandig
Assistant Secretary for
Governmental Affairs

SPEED
LIMIT
55

It's a law we
can live with.

ROBERT J. DOLE, KANS., CHAIRMAN

BOB PACKWOOD, OREG.
WILLIAM V. ROTH, JR., DEL.
JOHN C. DANFORTH, MO.
JOHN H. CHAFEE, R.I.
JOHN HEINZ, PA.
MALCOLM WALLOP, WYO.
DAVID DURENBERGER, MINN.
WILLIAM L. ARMSTRONG, COLO.
STEVEN D. SYMMS, IDAHO
CHARLES E. GRASSLEY, IOWA

RUSSELL B. LONG, LA.
HARRY F. BYRD, JR., VA.
LLOYD BENTSEN, TEX.
SPARK M. MATSUNAGA, HAWAII
DANIEL PATRICK MOYNIHAN, N.Y.
MAX BAUCUS, MONT.
DAVID L. BOREN, OKLA.
BILL BRADLEY, N.J.
GEORGE J. MITCHELL, MAINE

ROBERT E. LIGHTHIZER, CHIEF COUNSEL
MICHAEL STERN, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON FINANCE
WASHINGTON, D.C. 20510

June 9, 1982

TO: Congressional Liaison
Federal Highway Administration
406 7th Street, S.W.
Room 10408
Washington, D.C. 20590

FROM: Senator Bob Packwood
Oregon Field Office
Post Office Box 3621
Portland, Oregon 97208

Phone: (503) 233-4471
(FTS) 423-3370

RE: Bid requirement - alternative design for concrete and steel

Attached is a copy of the letter I received from the Mayor of the City of Salem, Oregon regarding a costly situation that they feel is unique to the northwest. I would greatly appreciate a review of their concerns and your comments on this requirement.

Thank you for your time and attention in this matter of mutual concern.

BP/ebs
Enclosure

MARK O. HATFIELD, OREG., CHAIRMAN

TED STEVENS, ALASKA
LOWELL P. WEICKER, JR., CONN.
JAMES A. MC CLURE, IDAHO
PAUL LAXALT, NEV.
JAKE GARN, UTAH
HARRISON SCHMITT, N. MEX.
THAD COCHRAN, MISS.
MARK ANDREWS, N. DAK.
JAMES ABDNOR, S. DAK.
ROBERT W. KASTEN, JR., WIS.
ALFONSE M. D'AMATO, N.Y.
MACK MATTINGLY, GA.
WARREN RUDMAN, N.H.
ARLEN SPECTER, PA.

WILLIAM PROXMIRE, WIS
JOHN C. STENNIS, MISS.
ROBERT C. BYRD, W. VA.
DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
THOMAS F. EAGLETON, MO.
LAWTON CHILES, FLA.
J. BENNETT JOHNSTON, LA.
WALTER D. HUDDLESTON, KY.
QUENTIN N. BURDICK, N. DAK.
PATRICK J. LEAHY, VT.
JIM SASSER, TENN.
DENNIS DE CONCINI, ARIZ.
DALE BUMPERS, ARK.

J. KEITH KENNEDY, STAFF DIRECTOR
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

June 7, 1982

Ms. Susan Lauffer
Congressional Liaison
Federal Highway Administration
Nassif Building, Room 4218
Washington, D.C. 20590

Dear Ms. Lauffer:

I wanted to share with your office a copy of a letter I received from Mr. Kent Aldrich, Mayor of Salem, Oregon, regarding the Administration's requirement for steel bridge designs.

I have been in contact with the City of Salem regarding this matter, and todate, both bids are completed and construction should begin in the early fall. It remains the concern of the City, however, that this requirement proves an unnecessary hardship for those areas in the Northwest where steel cannot be bid competitively. Your comments addressing this matter would be appreciated.

Please direct your response to my Portland field office, 114 Pioneer Courthouse, Portland, Oregon 97204.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a
Enclosure

RECEIVED
TECHNICAL SERVICES
JUN 3 '82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

CITY OF SALEM OREGON

Kent Aldrich
Mayor

May 18, 1982

NOTED
E. S. HUNTER
cc Coulter
Hunt
Fredrickson
6-7-82

The Honorable Mark O. Hatfield
United States Senate
463 Russell
Senate Office Building
Washington, D.C. 20510

RE: Center Street Bridge Replacement
Willamette River
Alternate Design for Concrete
and Steel

Dear Senator Hatfield:

The Oregon Department of Transportation, Highway Division, has nearly completed the contract plans and specifications for the Center Street Bridge replacement on State Highway 22 in downtown Salem, Oregon. This project is federally funded under the Hazardous Bridge Replacement (HBR) program.

The proposed replacement of the Center Street Bridge and the widening of the Marion Street Bridge (now under construction) are interrelated projects. Key construction items of both of these projects are dependent upon low waters of the Willamette River in the summer and early fall. In addition, the environmental requirements restrict work in the free flowing river to the period between June 1 and September 1 of each year, due to salmon migration.

The Oregon State Highway Division has been designing the Center Street Bridge, intending to open bids on June 24, 1982. As part of the utility relocation process, the City of Salem has been designing a new 24-inch water line to replace the existing 8-inch water line on the Center Street Bridge. The City's water line design for support brackets, expansion joints, etc., must be compatible with the State's bridge design. The City's water line design has been done based upon the State's concrete bridge design. In addition, the City must budget funds for the water line consistent with the State's bid opening date for the bridge replacement, which we have done.

In March of 1982, we were informed by the State Highway Division, that the Federal Highway Administration (FHWA) has issued a new unexpected requirement that this project be bid with two alternate designs; one in concrete (the original) and one with a steel span over the river (not previously planned to be in steel). As we understand, FHWA wants to see alternative costs so that the lowest cost can be accepted. We wholeheartedly concur in seeking the lowest cost functionally equivalent product.

However, we also understand that this alternate steel bid requirement is the result of lobby pressure from U.S. Steel and Bethlehem Steel on the White House this winter. We also understand that the western states fought this requirement as inapplicable to them because transportation costs added to the steel cost, making steel not competitive in the west. In addition, steel is more expensive to maintain than concrete due to periodic painting requirements.

In order to accommodate these new FHWA requirements, not only must the State prepare a second set of bridge plans and specifications, but the City must prepare a second set of 24-inch water line plans and specifications to be compatible with the steel bridge alternate. Due to the above noted low water and environmental criteria, these new designs for the steel bridge and water line must be done very quickly in order to accomplish any bridge pier construction in the summer of 1982. We have estimated that to install our water line on a steel bridge will cost us approximately $50,000 more than for the same line on a concrete bridge, due to the change in construction methods necessary. Obviously, no economic benefit will be accrued to the taxpayers of the City of Salem by bidding a steel bridge alternate for the Center Street Bridge project.

Therefore, based upon the foregoing information, the City of Salem objects to the last minute requirement to provide the alternate steel design because it is an unnecessary expenditure of taxpayers' funds. Similar letters of objection have been sent to Senator Bob Packwood and Congressman Denny Smith.

Very truly yours,

CITY OF SALEM, OREGON

Kent L. Aldrich
Mayor

cc: Dale Wilken, Oregon Division Engineer, Federal Highway Administration
Ed Hunter, Assistant State Highway Engineer
C.O. Fredrickson, Oregon State Highway Division, Region 2 Engineer
Fred King, Administrator, Real Property Division

RECEIVED
TECHNICAL SERVICES
JUN 3 '82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Kent Aldrich
Mayor

May 18, 1982

NOTED
E. S. HUNTER

The Honorable Bob Packwood
United States Senate
141 Russell
Senate Office Building
Washington, D.C. 20510

RE: Center Street Bridge Replacement
Willamette River
Alternate Design for Concrete
and Steel

Dear Senator Packwood:

The Oregon Department of Transportation, Highway Division, has nearly completed the contract plans and specifications for the Center Street Bridge replacement on State Highway 22 in downtown Salem, Oregon. This project is federally funded under the Hazardous Bridge Replacement (HBR) program.

The proposed replacement of the Center Street Bridge and the widening of the Marion Street Bridge (now under construction) are interrelated projects. Key construction items of both of these projects are dependent upon low waters of the Willamette River in the summer and early fall. In addition, the environmental requirements restrict work in the free flowing river to the period between June 1 and September 1 of each year, due to salmon migration.

The Oregon State Highway Division has been designing the Center Street Bridge, intending to open bids on June 24, 1982. As part of the utility relocation process, the City of Salem has been designing a new 24-inch water line to replace the existing 8-inch water line on the Center Street Bridge. The City's water line design for support brackets, expansion joints, etc., must be compatible with the State's bridge design. The City's water line design has been done based upon the State's concrete bridge design. In addition, the City must budget funds for the water line consistent with the State's bid opening date for the bridge replacement, which we have done.

In March of 1982, we were informed by the State Highway Division, that the Federal Highway Administration (FHWA) has issued a new unexpected requirement that this project be bid with two alternate designs; one in concrete (the original) and one with a steel span over the river (not previously planned to be in steel). As we understand, FHWA wants to see alternative costs so that the lowest cost can be accepted. We wholeheartedly concur in seeking the lowest cost functionally equivalent product.

However, we also understand that this alternate steel bid requirement is the result of lobby pressure from U.S. Steel and Bethlehem Steel on the White House this winter. We also understand that the western states fought this requirement as inapplicable to them because transportation costs added to the steel cost, making steel not competitive in the west. In addition, steel is more expensive to maintain than concrete due to periodic painting requirements.

In order to accommodate these new FHWA requirements, not only must the State prepare a second set of bridge plans and specifications, but the City must prepare a second set of 24-inch water line plans and specifications to be compatible with the steel bridge alternate. Due to the above noted low water and environmental criteria, these new designs for the steel bridge and water line must be done very quickly in order to accomplish any bridge pier construction in the summer of 1982. We have estimated that to install our water line on a steel bridge will cost us approximately $50,000 more than for the same line on a concrete bridge, due to the change in construction methods necessary. Obviously, no economic benefit will be accrued to the taxpayers of the City of Salem by bidding a steel bridge alternate for the Center Street Bridge project.

Therefore, based upon the foregoing information, the City of Salem objects to the last minute requirement to provide the alternate steel design because it is an unnecessary expenditure of taxpayers' funds. Similar letters of objection have been sent to Senator Mark Hatfield and Congressman Denny Smith.

Very truly yours,

CITY OF SALEM, OREGON

Kent L. Aldrich
Mayor

cc: Dale Wilken, Oregon Division Engineer, Federal Highway Administration
Ed Hunter, Assistant State Highway Engineer
C.O. Fredrickson, Oregon State Highway Division, Region 2 Engineer
Fred King, Administrator, Real Property Division

75-71 Hwy

ROAD DESIGN SECTION DES 16

J. H. Versteeg
Road Design Engineer

June 25, 1982

Lyle K. Watson for
Donald R. Adams
Final Design Engineer

Willamette River (Center Street) Bridge
Willamina-Salem Highway
Polk County

Versteeg
Anderson
Adams
Olson
Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
JUN 29 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

In the "Plans-in-Hand" meeting, the Region requested the extension of the median barrier from the current project limits westerly through the narrow median to provide a safe project consistent with current standards.

This section of highway has an accident experience record slightly less than the state-wide average. However, in the past five years two fatal accidents have occurred involving median cross-over. The estimated cost to extend the barrier from the current project limits to the Rosemont structure is $110,000. The estimate for this project, not including this barrier extension, is $23,500,000. The modification work which involves removal of the existing 4-foot raised concrete island with 1-foot shy distances and the replacement with a standard concrete barrier is a minimal improvement that will realize significant benefits in improved operational safety and driver comfort through the realization of additional shy distance for the inside lanes.

Between the Center Street Bridge and Rosewood, the subject section is the narrowest. With the concrete median barrier between the Center Street Bridge and Rosemont, only about 1,400 feet of open median would remain between Rosemont and Rosewood which are at a distance of about 3,500 feet apart. Beyond Rosewood, the standard 16-foot median section prevails.

The proposed rail would begin at the current end of the project and terminate at the Rosemont structure. We reviewed a shorter proposal; however, design standards would dictate a divided median on this section as far as the Rosemont structure due to proximity to opposing lanes of traffic and a grade separation.

In addition to this work, the guardrail on the river side of the project is the old curved rail on concrete posts. The project plans call for addition of a new end piece at the end of this guardrail and at the Plans-in-Hand it was proposed that the guardrail be upgraded within the project limits to a current standard. I concur in that recommendation and will proceed upon those lines. The increased cost to accomplish this would be approximately $11,000.

With the extension of the contract to install concrete median barrier as far westerly as the Rosemont interchange, I would propose to also upgrade the guardrail installation to the new standard. This work would cost an additional $39,000. The total for the upgraded guardrail would be $50,000.

The total cost of the improvements I am requesting is $160,000 to improve the two-thirds of a mile section westerly of the Center Street Bridge project. Your approval is recommended.

DRA:ja

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

June 22, 1982

NOTED
E. S. HUNTER

Walter J. Hart
Bridge Engineer, Highway Division
Dept. of Transportation
Transportation Building
Salem, OR 97310

RE: Center Street Bridge - 24" Waterline
City Project #80 W 256

Dear Mr. Hart:

We received your letter of June 18, 1982 in which you advised us of your design deadline of 8:00 a.m., June 23, 1982, for the 24" water main on the Center Street Bridge. The Public Works staff of Salem had not previously been notified that there was a problem. Please be assured that you will have the plans and specifications in your office by 8:00 a.m., June 23, 1982.

In the future, we would appreciate earlier written notification of changes in deadlines. This will allow scheduling and allocation of resources of the Public Works Engineering staff so that we may respond in a timely manner to your requests.

If a problem should occur that requires immediate response, please feel free to telephone any of the following staff personnel:

Rosalind A. Daniels, P.E., Assistant Director of Public Works 588-6016
Marlin D. Brinkley, P.E., City Engineer 588-6211
Richard L. Walton, P.E., Chief Design Engineer 588-6211
Ralph Lambert, P.E., I-305 Project Coordinator 588-6211

Thank you for your consideration.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry
Ronald J. Merry, P.E.
Director of Public Works

RJM:RLW:dh

cc: ✓E.S. Hunter, Region II
Rosalind A. Daniels, Assistant Director of Public Works
Marlin D. Brinkley, City Engineer
Dick Walton, Chief Design Engineer
Ralph Lambert, Project Coordinator
Paul Becker, Project Engineer

RECEIVE
TECHNICAL SE
JUN 23 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1982

In Reply Refer to
File No.:
DES 23
123K

NOTED
E. S. HUNTER

Ronald J. Merry
Assistant Director of Public
  Works/Engineering
City of Salem
City Hall, 555 Liberty Street
Salem, OR 97301

Willamette River (Center Street) Bridge
Willamina-Salem Highway
Marion County
BR 123K
Proposed Waterline

During the week of April 26-30, 1982, our office reviewed the details of the proposed 24-inch waterline to be constructed on the Center Street Bridge. Our review produced several areas of concern which were discussed with Mr. Becker of your office. It was our understanding that the necessary changes would be made and the plans and specifications delivered in a timely manner. We indicated that all plans and specifications had to be complete by May 27, 1982, in order to meet an anticipated advertising for a July 22 bid opening.

It has subsequently been necessary to delay the bid opening to August 26 due to other factors. In order to meet an advertising date of July 15 with sufficient lead time to review the final plans and specifications and print the bidding documents, the final plans and specifications for the water main must be in this office no later than 8:00 A.M., June 23, 1982.

If the plans and specifications are not received by that date, inclusion of the water main as a contract item on the Center Street Bridge Project will not be possible.

Walter J Hart

Walter J. Hart, P.E.
Bridge Engineer

cc: ✓E. S. Hunter
Specifications
Region II

RECEIVED
TECHNICAL SERVICES
JUN 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR

Info	Inve.	R/D	D R	Sign	Act	File

JUN 18 1982
IN REPLY REFER TO:
HNG-1

The Honorable Denny Smith
House of Representatives
Washington, D.C. 20515

Dear Mr. Smith:

This is in reply to your May 28 letter regarding the Center Street Bridge in Salem, Oregon. You enclosed a copy of a letter you received from Salem Mayor Kent L. Aldrich opposing preparation of a steel alternative to the concrete design for the bridge project.

The Federal Highway Administration policy over the past few years has been to require alternate designs on major bridges to reduce construction costs by stimulating competition among the various industries supplying materials for bridges. This policy has been very successful in reducing construction costs.

Earlier this year, we reviewed material provided by the Highway Division of the Oregon Department of Transportation (ODOT) and our field offices on the alternate design question. Officials of the ODOT had asked that they not be required to comply with our policy calling for alternate designs. In conducting our review, we recognized the advanced status of the bridge project but also took into account our concern about the unusually high cost of the proposed concrete design. On February 4, we wrote to our Regional Federal Highway Administrator in Portland, Oregon, Mr. M. Eldon Green, and asked that the ODOT be advised to complete an alternate design in structural steel under the following conditions:

1. The State will use all possible means to expedite the work necessary to complete an alternate steel design.
2. A reading on status of the alternate design will be made at the time the existing concrete design is found acceptable for advertising for bids.
3. A decision may be made at that time to proceed with advertisement without the alternate to prevent any extensive delays to the project.
4. If acceptable prices are received for the concrete design, then the State can cancel any further work on the alternate.
5. Obviously, if the opposite happens, the alternate design will be completed and bids retaken.

RECEIVED
JUN 21 1982
OREGON DIVISION

I believe these conditions balance the need to assure competitive bidding with the need to advance the project promptly. After considering information from the steel companies about the cost of a steel structure, the ODOT decided to develop the steel alternate. The State expects to be able to advertise for bids in July. While our requirement of alternate designs may have delayed construction by a few months, there is a very good chance the cost of the bridge will have been considerably reduced, either by selection of a less expensive steel alternate or by a reduction in the bids submitted for the concrete choice.

I suggest Mayor Aldrich continue to work with ODOT officials and our Division Administrator in the State, Mr. Dale E. Wilken, as they evaluate alternate designs. They could also discuss the compatibility of the steel alternate with the city's plans to install a water pipe on the bridge.

I will provide copies of this correspondence to our field representatives and, through them, to ODOT officials so they will be aware of your concern about this matter. Please let me know if I can be of further assistance.

Sincerely yours,

L. P. Lamm
Executive Director

DENNY SMITH
2D DISTRICT, OREGON

WASHINGTON ADDRESS:
1207 LONGWORTH HOUSE OFFICE BUILDING
(202) 225-5711

SALEM ADDRESS:
4035 12TH S.E. #20
P.O. BOX 13089
SALEM, OREGON 97309
(503) 399-5756

COMMITTEES:
INTERIOR AND INSULAR AFFAIRS
VETERANS' AFFAIRS

Congress of the United States
House of Representatives
Washington, D.C. 20515

May 28, 1982

Mr. R.A. Barnhart
Administrator
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C.

Dear Mr. Barnhart:

I have been made aware of a very disturbing situation which I believe merits your attention. I have enclosed a copy of a letter I have received from Mayor Kent Aldrich of Salem, Oregon. The letter very clearly explains the difficulties that the Federal Highway Administration has caused this city.

As you can see from the letter, requiring the city to provide designs for both a concrete and a steel bridge will interfere both with their original plans and with the time frame under which they are working. Further, it is already obvious that a steel bridge would be much more costly than the originally planned concrete bridge.

The city agrees that seeking the lowest cost functionally equivalent product is the proper thing to do. I also agree. They have, however, already done so.

To ask them to provide plans for a design which they already know would be more expensive seems to me to be totally counterproductive. The people do not want more government interference, they want less.

The alternative design requirement would seem to be quite unnecessary in this case. I hope that this city will be able to receive some relief from this requirement. Your attention to this matter is very much appreciated.

Best regards,

Denny

Denny Smith
Member of Congress

DAS/rs

16326

MAY 27 1982

Kent Aldrich
Mayor

May 18, 1982

The Honorable Denny Smith
United States House of Representatives
1207 Longworth House Office Building
Washington, D.C. 20515

RE: Center Street Bridge Replacement
Willamette River
Alternate Design for Concrete
and Steel

Dear Senator Smith:

The Oregon Department of Transportation, Highway Division, has nearly completed the contract plans and specifications for the Center Street Bridge replacement on State Highway 22 in downtown Salem, Oregon. This project is federally funded under the Hazardous Bridge Replacement (HBR) program.

The proposed replacement of the Center Street Bridge and the widening of the Marion Street Bridge (now under construction) are interrelated projects. Key construction items of both of these projects are dependent upon low waters of the Willamette River in the summer and early fall. In addition, the environmental requirements restrict work in the free flowing river to the period between June 1 and September 1 of each year, due to salmon migration.

The Oregon State Highway Division has been designing the Center Street Bridge, intending to open bids on June 24, 1982. As part of the utility relocation process, the City of Salem has been designing a new 24-inch water line to replace the existing 8-inch water line on the Center Street Bridge. The City's water line design for support brackets, expansion joints, etc., must be compatible with the State's bridge design. The City's water line design has been done based upon the State's concrete bridge design. In addition, the City must budget funds for the water line consistent with the State's bid opening date for the bridge replacement, which we have done.

In March of 1982, we were informed by the State Highway Division, that the Federal Highway Administration (FHWA) has issued a new unexpected requirement that this project be bid with two alternate designs; one in concrete (the original) and one with a steel span over the river (not previously planned to be in steel). As we understand, FHWA wants to see alternative costs so that the lowest cost can be accepted. We wholeheartedly concur in seeking the lowest cost functionally equivalent product.

However, we also understand that this alternate steel bid requirement is the result of lobby pressure from U.S. Steel and Bethlehem Steel on the White House this winter. We also understand that the western states fought this requirement as inapplicable to them because transportation costs added to the steel cost, making steel not competitive in the west. In addition, steel is more expensive to maintain than concrete due to periodic painting requirements.

16326

In order to accommodate these new FHWA requirements, not only must the State prepare a second set of bridge plans and specifications, but the City must prepare a second set of 24-inch water line plans and specifications to be compatible with the steel bridge alternate. Due to the above noted low water and environmental criteria, these new designs for the steel bridge and water line must be done very quickly in order to accomplish any bridge pier construction in the summer of 1982. We have estimated that to install our water line on a steel bridge will cost us approximately $50,000 more than for the same line on a concrete bridge, due to the change in construction methods necessary. Obviously, no economic benefit will be accrued to the taxpayers of the City of Salem by bidding a steel bridge alternate for the Center Street Bridge project.

Therefore, based upon the foregoing information, the City of Salem objects to the last minute requirement to provide the alternate steel design because it is an unnecessary expenditure of taxpayers' funds. Similar letters of objection have been sent to Senators Mark Hatfield and Bob Packwood.

Very truly yours,

CITY OF SALEM, OREGON

Kent L. Aldrich
Mayor

cc: Dale Wilken, Oregon Division Engineer, Federal Highway Administration
Ed Hunter, Assistant State Highway Engineer
C.O. Fredrickson, Oregon State Highway Division, Region 2 Engineer
Fred King, Administrator, Real Property Division

RECEIVED
TECHNICAL SERVICES
JUN 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Kent Aldrich
Mayor

NOTED
E. S. HUNTER

May 24, 1982

The Honorable Les AuCoin
House of Representatives
Cannon House Office Building - Room 231
Washington, DC 20515

Re: Center Street Bridge Replacement (Willamette River) - Alternate
Design for Concrete and Steel

Dear Representative AuCoin:

The Oregon Department of Transportation, Highway Division, has nearly completed the contract plans and specifications for the Center Street Bridge replacement on State Highway 22 in downtown Salem, Oregon. This project is federally funded under the Hazardous Bridge Replacement (HBR) program.

The proposed replacement of the Center Street Bridge and the widening of the Marion Street Bridge (now under construction) are interrelated projects. Key construction items of both of these projects are dependent upon low waters of the Willamette River in the summer and early fall. In addition, the environmental requirements restrict work in the free flowing river to the period between June 1 and September 1 of each year, due to salmon migration.

The Oregon State Highway Division has been designing the Center Street Bridge, intending to open bids on June 24, 1982. As part of the utility relocation process, the City of Salem has been designing a new 24-inch water line to replace the existing 8-inch water line on the Center Street Bridge. The City's water line design for support brackets, expansion joints, etc., must be compatible with the State's bridge design. The City's water line design has been done based upon the State's concrete bridge design. In addition, the City must budget funds for the water line consistent with the State's bid opening date for the bridge replacement, which we have done.

In March of 1982, we were informed by the State Highway Division, that the Federal Highway Administration (FHWA) has issued a new unexpected requirement that this project be bid with two alternate designs; one in concrete (the original) and one with a steel span over the river (not previously planned to be in steel). As we understand, FHWA wants to see alternative costs so that the lowest cost can be accepted. We wholeheartedly concur in seeking the lowest cost functionally equivalent product. However, we also understand that this alternate steel bid requirement is the result of lobby pressure from U.S. Steel and Bethlehem Steel on the White House this winter. We also understand that the western states fought this requirement as inapplicable to them because transportation costs added to the steel cost, making steel not competitive in the west. In addition, steel is more expensive to maintain than concrete due to periodic painting requirements.

In order to accommodate these new FHWA requirements, not only must the State prepare a second set of bridge plans and specifications, but the City must prepare a second set of 24-inch water line plans and specifications to be compatible with the steel bridge alternate. Due to the above noted low water and environmental criteria, these new designs for the steel bridge and water line must be done very quickly in order to accomplish any bridge pier construction in the summer of 1982. We have estimated that to install our water line on a steel bridge will cost us approximately $50,000 more than for the same line on a concrete bridge, due to the change in construction methods necessary. Obviously, no economic benefit will be accrued to the taxpayers of the City of Salem by bidding a steel bridge alternate for the Center Street Bridge project.

Therefore, based upon the foregoing information, the City of Salem objects to the last minute requirement to provide the alternate steel design because it is an unnecessary expenditure of taxpayers' funds. Similar letters of objection have been sent to Senator Bob Packwood and Congressman Denny Smith.

Sincerely,

Kent L. Aldrich
Mayor

KLA:ee

cc: Dale Wilken, Oregon Division Engineer, Federal Highway Administration
Ed Hunter, Assistant State Highway Engineer
C.O. Fredrickson, Oregon State Highway Division, Region 2 Engineer
Fred King, Administrator, Real Property Division

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(12)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80363

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/19/82
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Salem) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 4/9/82 I approve the program change for the subject project as follows:

Change Appn Code 823 to TEC $66,156 Federal Funds $56,232.50
(Decrease TEC $774,870 Federal Funds $658,639)

Change Appn Code 119 to TEC $1,243,844 Federal Funds $995,075
(Increase TEC $774,870 Federal Funds $619,346.50)

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
[illegible]
FOR
Info Inve R/D Act

14. DATE 4/19/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

April 9, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Minor Program Change
Project No. IX-BRF-47(12)
Willamette River (Salem) Bridge Section
Right-of-Way
Marion & Polk Counties

I request your approval of a minor program change on the subject project to reduce the interstate substitution funds and increase the discretionary bridge replacement funds with no change in total cost. This change will involve revisions in financing as follows:

Present	Total Cost	Federal Funds	Pro Rata
Appn 823	$ 841,026.00	$ 714,871.50	85%
Appn 119	468,974.00	375,728.50	80%
TOTAL	$1,310,000.00	$1,090,600.00	

Revised			
Appn 823	$ 66,156.00	56,232.50	85%
Appn 119	1,243,844.00	995,075.00	80%
TOTAL	$1,310,000.00	$1,051,307.50	

Approval of this request will release $658,639.00 in Appn Code 823 funds for use on the previously approved increases on projects IX-1525(1) and IX-1635(2), which were funded from FY '82 Appn Code 580 funds.

The City has objected to the use of FY '82 funds for the preliminary engineering increases since they have committed these funds for scheduled construction projects.

Enclosed are copies of a revised project agreement estimate and modification of project agreement reflecting the change in funding for the project.

Enclosed also are copies of revised project agreement estimates and modification of project agreements for projects IX-1525(1) and IX-1635(2) which reflect the change in appropriation code on these projects.

CL:bkc
Enc.

cc: P. Stearns
G. Zehner
J. Peterson
General Files

B/U ~~4/14/82~~
~~4/19/82~~
~~5/1/82~~
~~4/21/82~~

April 8, 1982 DES

Oregon State Division of State Lands
1445 State Street NE
Salem, OR 97310

Attention: Marge Akers

OSHD Permit No. 280
Willamette River Bridges
(Center and Marion Streets) Salem
Salem-Willamina Highway
Marion and Polk Counties

(Chemeketa St.)
Outfall

On May 12, 1980, application was made for a permit for the construction of the above bridges. At that time it was planned to rebuild both bridges on one contract. That plan was subsequently revised, and in May 1981 we awarded a contract for the work on the Marion Street Bridge. It is now our plan to receive bids on the Center Street Bridge on July 22, 1982.

In addition to the work specified for the Center Street Bridge in our original application, we find it is necessary to include the construction of a storm sewer outfall in the contract. The enclosed plan shows this proposed work. The quantity of removal from the streambank is approximately 50 cubic yards. Since this is a small amount of additional removal, and borders on the 50 cubic yard control, it would be our hope that this work could be controlled by the permit conditions previously issued, thus saving the time and effort of a complete circulation of our proposal for this additional work.

We would be pleased to have you review this proposal and offer your concurrence or comments. Please call if you have questions.

Donald L. Trout
Final Project Development Coordinator

DLT:jrb
Enclosure

This Work to be part
of Center St Br Cont
Hwy Pmt No 2308

MEMORANDUM

TO: R. W. Hanley
City Manager

DATE: April 7, 1982

FROM: A. H. Hershey AH
COG Director

SUBJECT: YOUR INQUIRY YESTERDAY ON CENTER STREET BRIDGE CONSTRUCTION SCHEDULE

There are two issues which may have left an impression of potential delay.

One is a city storm sewer which was located recently under the planned footings for walls and columns of the bridge. That State will advertise for bids for its reconstruction tomorrow and open the bids April 29. A contract would be let the following week. Ed Hunter, Assistant State Highway Engineer, who is in charge of the bridge project, says this will not delay the overall schedule. It was, however, an unexpected issue.

The second unexpected issue is the FHWA requirement that the State prepare two bridge designs -- one in concrete (the original) and one with a steel span over the river (not previously planned to be in steel) -- and bid both. FHWA wants to see alternative costs so the lowest cost can be accepted.

Mr. Hunter says this was caused by U. S. Steel and Bethlehem Steel lobbying the White House directly this winter. The western states fought it as a ridiculous measure because transportation costs added to steel make steel not competitive in the West. The White House ordered FHWA to do this, however.

Mr. Hunter has his staff designing a steel span alternative (the approaches which required a lot of design time don't change). They have delayed other Oregon projects by this because he assigned an extra design team to Center Street to keep it on schedule.

The State expects to take bids on July 22 for the Center Street Bridge and expects to award a contract the following Monday or Tuesday. In the low water conditions of late summer and early fall the contractor will arrange for demolition of the Center Street Bridge and for construction of the footings, columns, etc. The precise date of moving traffic from Center to Marion Street bridge will depend upon the contractor's scheduling. Ed expects that it's likely this would occur in September.

Mr. Hunter says they are on schedule and this schedule is what he has expected. He regrets the extra step of a complete set of specs for a steel span.

AH/r
cc: Ed Hunter ✓
Russ Abolt
Ron Merry
Rosalind Daniels
Ralph Lambert
Richard Santner

RECEIVED
TECHNICAL SERVICES
APR 9 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

4-12-82

7541

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(12)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion & Polk
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80363

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/82
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Salem) Bridges

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/29/82 you are now authorized to proceed with the actual acquisition of permanent easement for file No. 52564 as shown on R/W map 1R-4-781 at a TEC of $1,000.

Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

4-6 Moehring

4/6/82

for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITION MAY BE USED

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

April 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

H.S. Co[illegible]

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: FY '83 Hwy. Br. Replacement and Rehabilitation Program-Discretionary Funds

Attached is a completed "Discretionary Bridge Fund Planning List", reflecting our estimated needs through fiscal year 1983, as requested by FHWA memorandum of March 19, 1982 (HST-010).

The Willamette River Bridge at Salem is a previously approved candidate and the Alsea Bay Bridge at Waldport has been requested as an additional candidate.

It is anticipated that an additional obligation of $20,513,610 in Federal funds will be requested between the period from April 1, 1982 through September 30, 1982. A tabulation showing estimated unobligated balance at the end of the fiscal year 1982 follows:

BRIDGE DISCRETIONARY FUNDS - APPN. 119
(Federal Dollars)

FY	Allocation	FY	Obligated	Unobligated
79	$ 720,000	79	$ 720,000	$ 0
80	320,000	81	320,000	0
81	22,400,000	81	2,366,390	20,033,610
82	480,000	82	20,513,610	
TOTAL	$23,920,000		$23,920,000	

RECEIVED
STATE HWY ENGR
- 5 '82
REFER TO
FOR

JLG:bkc
Attachment

cc: H.S. Coulter
E.S. Hunter
W.J. Hart

Form 734-3102

DISCRETIONARY BRIDGE FUND PLANNING LIST

STATE	BRIDGE NUMBER	BRIDGE NAME	TYPE OF WORK	TOTAL COST MILL	1979	1980	1981	1982	1983	1984
OR	00123A	*Center Street		29.9						
			CO	27.9			26.9			
			PE	0.9	0.9					
			R/W	1.1		0.4	1.1	0.6		
					$\boxed{0.7}$	$\boxed{0.3}$	$\boxed{22.4}$	$\boxed{0.6}$		
OR	001746	Alsea Bay		40.4						
			CO	38.6						38.6
			PE	1.4			0.1**	0.1	0.5	0.3
			R/W	0.4					0.4	

* - Bridges with Legislative History

$\boxed{\$}$ - Allocated Discretionary Funds

** - Obligated Consolidated Primary Funds

4-1-82

30

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: April 1, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revision
Carter Street Bridge
Willamina-Salem Highway
Polk & Marion Counties

Center

Versteeg
Anderson
Adams
Sullivan

RECEIVED
1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

Attached are two prints of the approved sign study plan for the above noted project.

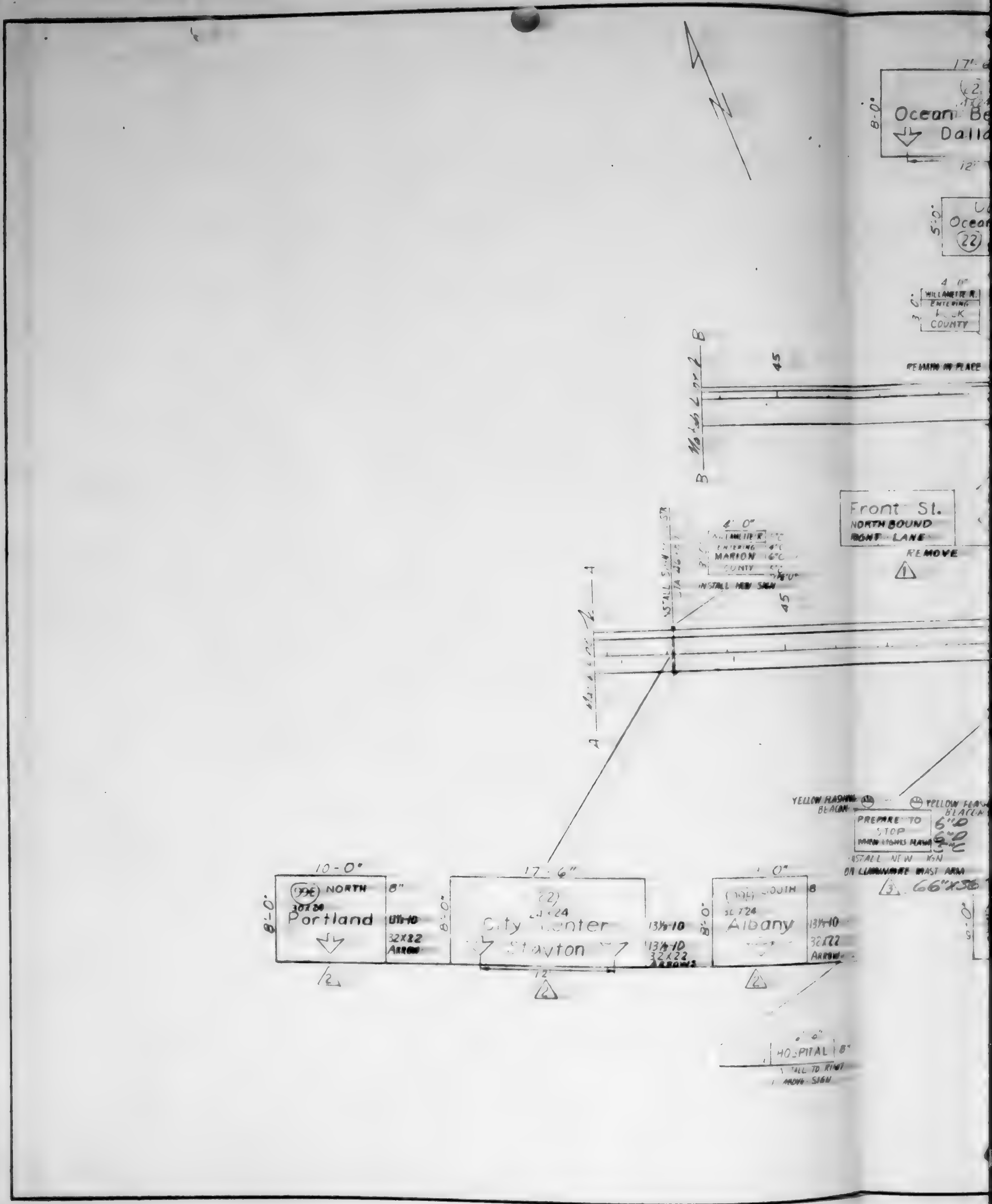
The revision is the addition of the "PREPARE TO STOP WHEN LIGHTS FLASH" at Sta. 42+00.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

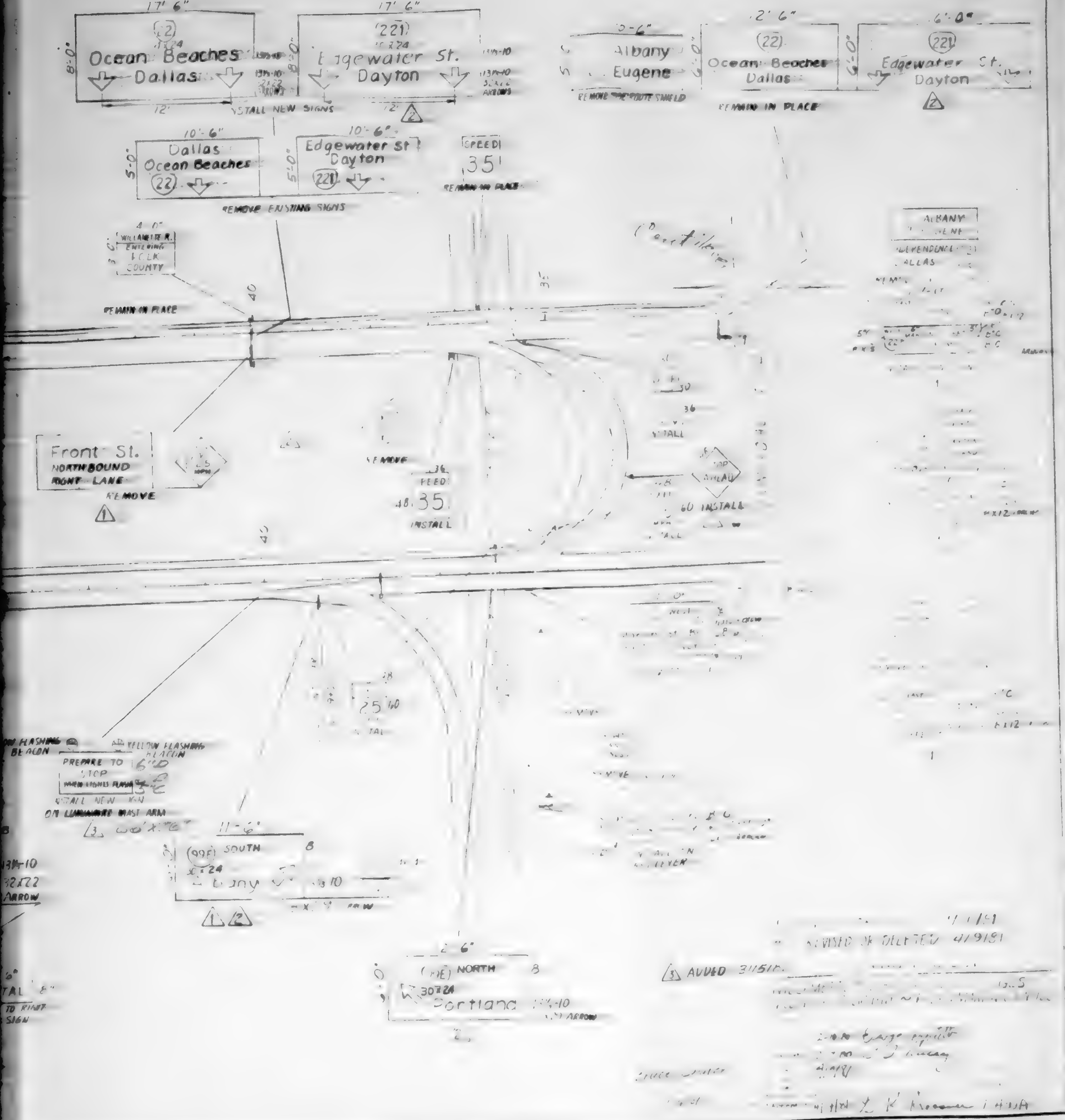
ELS:np
Att.

cc: C. O. Fredrickson - w/att.
R. Kuehn - w/att.
W. J. Hart - w/att.



Ocean Be
Dalla
8'-0"
5'-0"
Ocean
22
4'-0"
WILLAMETTE R.
ENTERING
COUNTY
3'-0"
REMAIN IN PLACE
45
B
B
Front St.
NORTH BOUND
RIGHT LANE
REMOVE
1
4'-0"
ENTERING
MARION
COUNTY
INSTALL NEW SIGN
45
A
A
YELLOW FLASHING BEACON
YELLOW FLASHING BEACON
PREPARE TO STOP
INSTALL NEW SIGN
ON LUMINAIRE MAST ARM
3
66"x36"
10'-0"
NORTH
30x24
Portland
32x22
ARROW
2
17'-6"
22
24x24
City Center
Stayton
13½-10
32x22
ARROWS
2
Albany
32x22
ARROW
2
HOSPITAL

Sheet 2 of 3


17' 6"
22
Ocean Beaches
Dallas
8'-0"
12'
17' 6"
221
Edgewater St.
Dayton
8'-0"
12'
INSTALL NEW SIGNS
Albany
Eugene
REMOVE ROUTE SHIELD
2' 6"
22
Ocean Beaches
Dallas
6'-0"
REMAIN IN PLACE
6'-0"
221
Edgewater St.
Dayton
10'-6"
Dallas
Ocean Beaches
22
5'-0"
10'-6"
Edgewater St
Dayton
221
5'-0"
REMOVE EXISTING SIGNS
SPEED
35
REMAIN IN PLACE
4'-0"
WILLAMETTE R.
ENTERING
POLK
COUNTY
3'-0"
REMAIN IN PLACE
40
ALBANY
EUGENE
INDEPENDENCE
DALLAS
Front St.
NORTHBOUND
RIGHT LANE
REMOVE
1
REMOVE
SPEED
35
INSTALL
STOP AHEAD
60 INSTALL
INSTALL
25
YELLOW FLASHING BEACON
PREPARE TO STOP WHEN LIGHTS FLASH
INSTALL NEW SIGN ON LUMINAIRE MAST ARM
3
11'-6"
99E
SOUTH
Albany
1
2
2' 6"
99E
NORTH
Portland
3 ADDED 3/15/
REVISED OR DELETED 4/9/91

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

March 29, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-BRF-47(12)
Willamette River (Salem) Bridges
Marion & Polk Counties
(File #52564)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project at an estimated total cost of $1,000. The area to be acquired is for a permanent storm sewer easement as outlined in red on the enclosed sketch map. No relocation assistance is involved and authorization to proceed as requested will not involve an increase in total cost or federal funds for the project at this time.

CL:bkc
Enc.

cc: F. Lowe
General Files

Form 734-3122

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 16, 1982

Marlin D. Brinkley, P.E.
City Engineer
City of Salem
City Hall/555 Liberty St. S.E.
Salem, OR 97301

RE: Center Street Bridge
Willamette River
Storm Drain Conflict

Dear Mr. Brinkley:

The letter and map which we received dated February 23, 1982, have been reviewed by my staff and by the Design staff of the Highway Division. We agree that the construction of a new outfall for the storm sewer to the Willamette River at Chemeketa Street will eliminate the conflict with the storm sewer now extending from Chemeketa Street through Center Street, and this is being included in the plans being prepared for the Center Street Bridge project. A new manhole at Chemeketa Street and an 18" diameter outfall line to the river are proposed.

We do not, however, see the need for including reconstruction of the system between Court Street and Chemeketa Street as a part of this project. The bridge construction will not affect that line, and although it might be advantageous to the City to have it eliminated, it is not necessary to construction of the bridge project. It might be possible to include the work as part of the contract, but it appears that if this is done it would be a separate item and would be done totally at the expense of the City.

If you have any information that would indicate that the Court Street improvement to the storm drainage system is a justifiable part of the Center Street Bridge project or if the City desires to include this work as a separately funded part of the contract, please advise this office. We estimate the cost of this work to be $9,400. Since permits would have to be obtained for the performance of this work, we would appreciate hearing from you on this matter soon so that it can be included if you decide to proceed in this manner.

Very truly yours,

C. O. Fredrickson, P.E.
REGION II ENGINEER

COF/ban

cc: E. S. Hunter
on Adams

Hwy 38

ROAD DESIGN SECTION DES 16

C. O. Fredrickson
Region II Engineer

March 12, 1982

Donald R. Adams
Final Design Engineer

Center Street Bridge
Willamette River
Storm Drain Conflict

To eliminate the subject conflict, a manhole and 18-inch storm outfall will be installed at Chemeketa as part of the construction project. This will maintain the storm drain system. The cost of this work is estimated at $11,000.

The City has proposed that a storm drain be installed at Court Street as part of the project. This work is not necessary to correct the conflict resulting from the construction of the Center Street Bridge; therefore, it should not be eligible for financing under the contract. However, as an alternative, this proposal would require installation of a manhole and approximately 50 feet of 18-inch pipe at the foot of Court Street, abandoning the pipe between Court and Chemeketa. The cost of this alternative breaks down as follows:

$6,000 to extend the drainage on Chemeketa from an existing manhole to the river.

$9,400 to reconstruct a new manhole at the foot of Court Street and extend the drainage into the river.

It will be necessary to secure permits or easements from the Division of State Lands to install the additional drainpipes. We will proceed on the Chemeketa drain and do the initial paperwork on the Court Street drainage, short of actually applying for the permit, until we hear that the City wishes to proceed with the Court Street drain.

DRA:ja

cc: J. H. Versteeg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In reply refer to
File:
DES 23
123K

March 2, 1982

R. P. Knight
Sales Engineering
Bethlehem Steel Corporation
Bethlehem
Pennsylvania 18016

Steel Alternate
Willamette River (Center Street) Bridge
BR 123K

We agree that parallel flange girder spans would be more economical than the haunch girders originally proposed for the Center Street Bridge. A steel alternate will, therefore, be advanced through design and bid against the post-tensioned concrete alternate. This action is conditioned upon acceptance of the steel alternate by the Willamette Greenway Authority.

The constant-depth, five-girder plan proposed by Bethlehem Steel is unworkable since it assumes unlimited depth which is not the case. The State's navigation permit from the Coast Guard limits midspan depth to 7'-6" top of deck to bottom of girder. This is a given and not subject to change.

We are proceeding with the steel alternate design based on seven girders at ten-foot spacings and a L/1000 deflection criteria. The preliminary design indicates maximum flange sizes of 30 x 1-3/8" with 77 x 7/8" webs and no intermediate stiffeners. The total estimated weight is approximately [illegible] tons.

The bridge will be painted. The location of this structure is such that weathering steel is not appropriate. The estimated cost of future maintenance painting will be added to the initial cost to arrive at a life cycle cost of a steel alternate.

RECEIVED
TECHNICAL SERVICES
MAR 2 [illegible]
REFER TO
FOR

The State has found from experience that it incurs significantly higher inspection costs on steel structures. Those added costs plus the maintenance costs mentioned above will be added to the apparent low bid on any steel alternate to arrive at a final bid for comparison.

Walter J. Hart, P.E.
Bridge Engineer

cc: ✓E. S. Hunter
Dale E. Wilken, FHWA
Dick Fountain, U.S.Steel, Pittsburg
Region II

30

Highway - Traffic　　　　　　　　　　　　　　　　　TRA 7-6

Gerald Wimer
Region II Construction Engineer

March 1, 1982

L. E. George
Traffic Engineer

RECEIVED

Temporary Bike Route
Marion Street Bridge
Marion & Polk Counties

Attached are five prints of a sign plan prepared for use when the Center Street Bridge is removed and the new bridge is under construction.

After the new Center Street Bridge is completed the two-way bike route will be signed on the 10 foot bikeway provided on the new structure. The temporary 5'-5" bike route shown on the attached plan will become a pedestrian walk way.

Please review the attached plans. After we receive your approval we will forward the plans to the Design Section for inclusion in the Center Street Bridge contract.

ORIGINAL SIGNED BY L. E. GEORGE

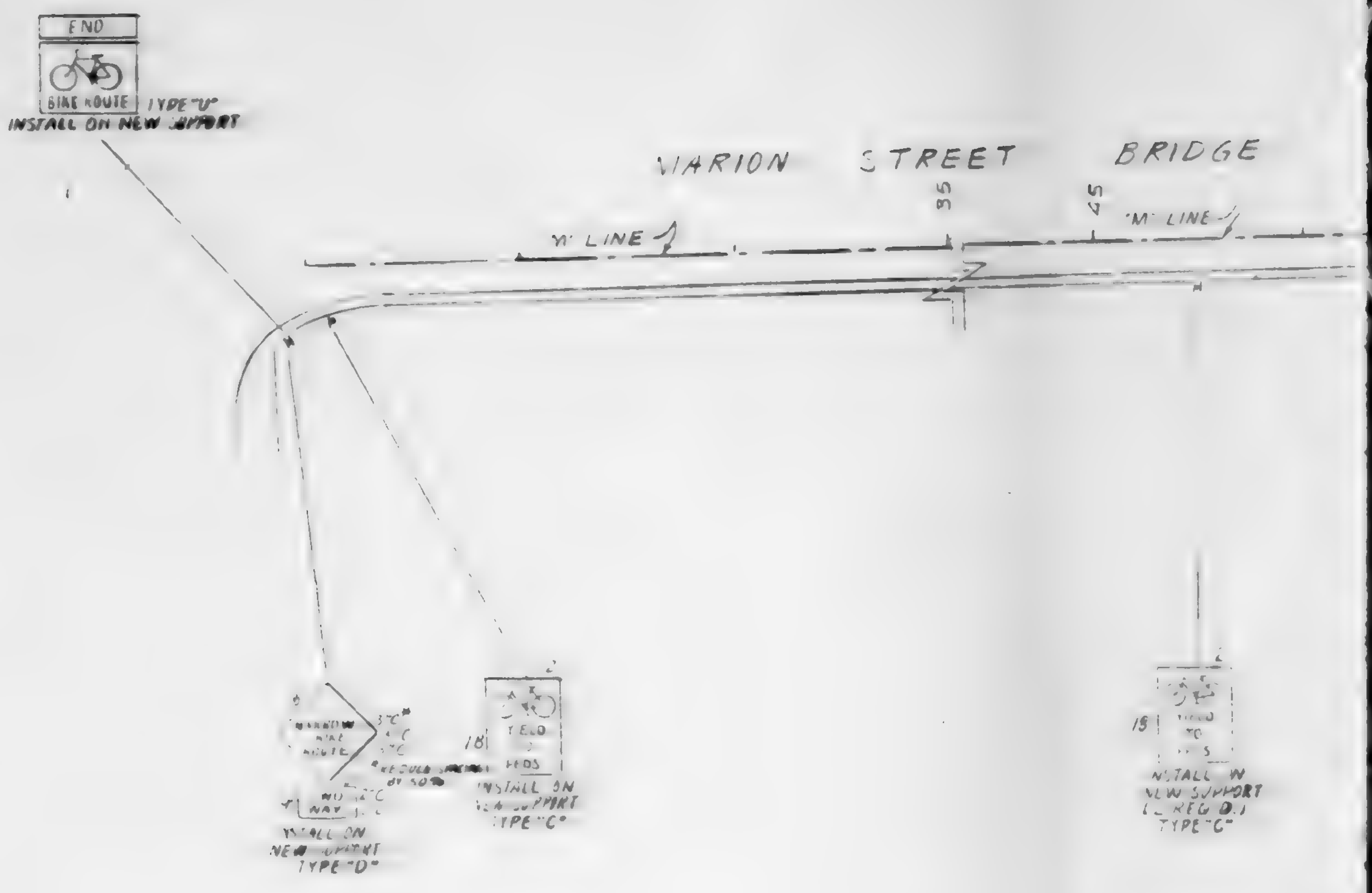
L. E. GEORGE - TRAFFIC ENGINEER

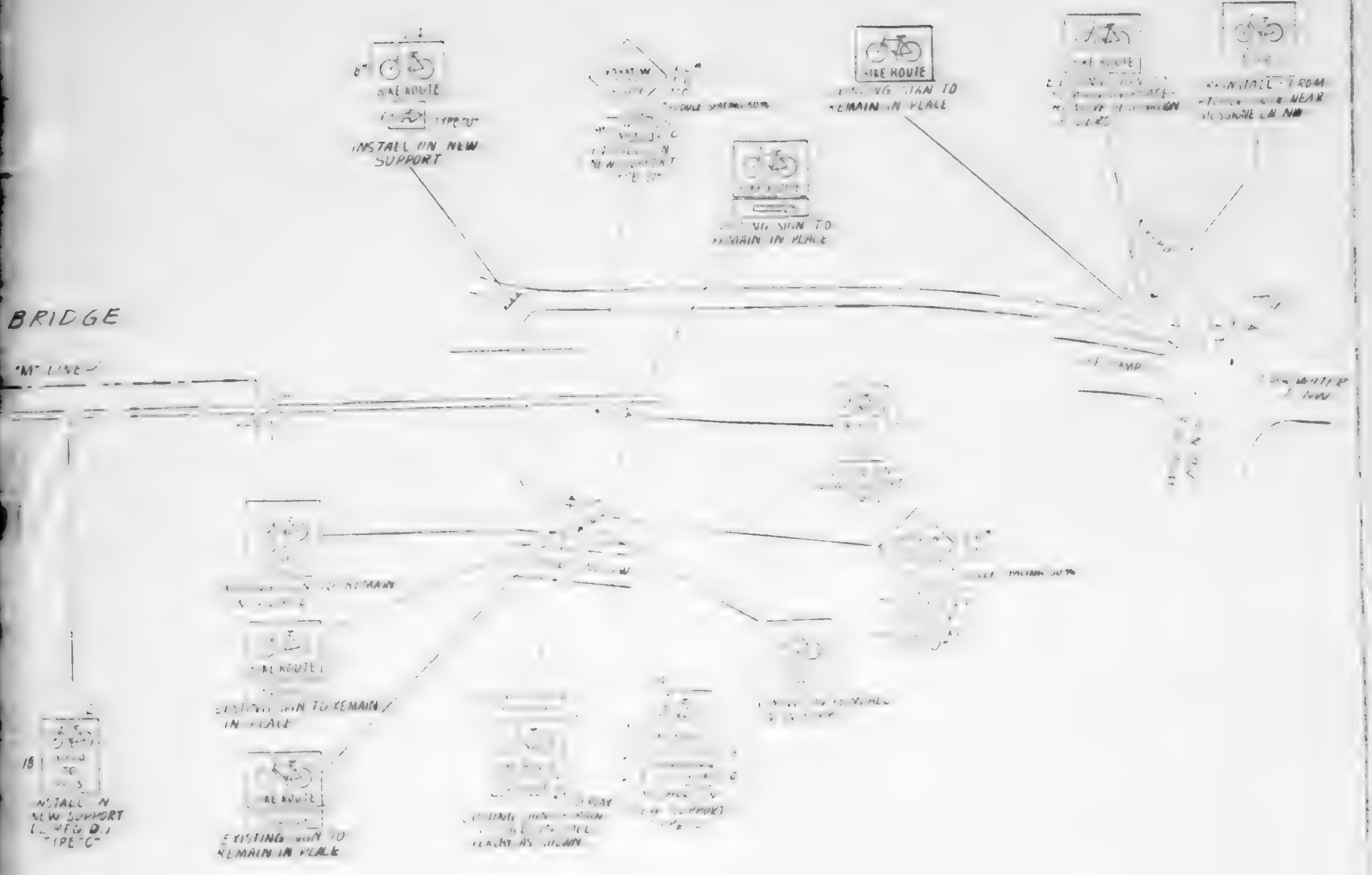
REFERRED TO
2

ELS:np

cc: Don Shaffer
　　D. N. Stoudenmeyer

Encl.


END
BIKE ROUTE
TYPE "U"
INSTALL ON NEW SUPPORT
MARION STREET BRIDGE
35
45
"M" LINE
"M" LINE
BIKE ROUTE
NO
WAY
REDUCE SPACING BY 50%
INSTALL ON NEW SUPPORT TYPE "D"
18
YIELD TO PEDS
INSTALL ON NEW SUPPORT TYPE "C"
18
YIELD TO PEDS
INSTALL ON NEW SUPPORT (REG D.) TYPE "C"


BRIDGE
"M" LINE
BIKE ROUTE
TYPE "U"
INSTALL ON NEW SUPPORT
EXISTING SIGN TO REMAIN IN PLACE
BIKE ROUTE
EXISTING SIGN TO REMAIN IN PLACE
REINSTALL FROM ... NEAR
BIKE ROUTE
EXISTING SIGN TO REMAIN IN PLACE
BIKE ROUTE
EXISTING SIGN TO REMAIN / IN PLACE
BIKE ROUTE
EXISTING SIGN TO REMAIN IN PLACE
INSTALL ON NEW SUPPORT
TYPE "C"
18

WILLAMETTE RIVER ... BRIDGE
WILLAMINA SALEM HWY - MARION COUNTY

Hwy 30
DES 16

ROAD DESIGN SECTION

March 1, 1982

L. L. Wallace
Assistant Bridge Engineer

Donald R. Adams
Final Design Engineer

Original signed by d. R. [illegible]

Willamette River (Center St.) Bridge Section
Willamina-Salem Highway
Polk and Marion County

Versteeg
Anderson
[illegible]
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
MAR 2 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to / /
Action

Overhead sign support design for the above section is required.

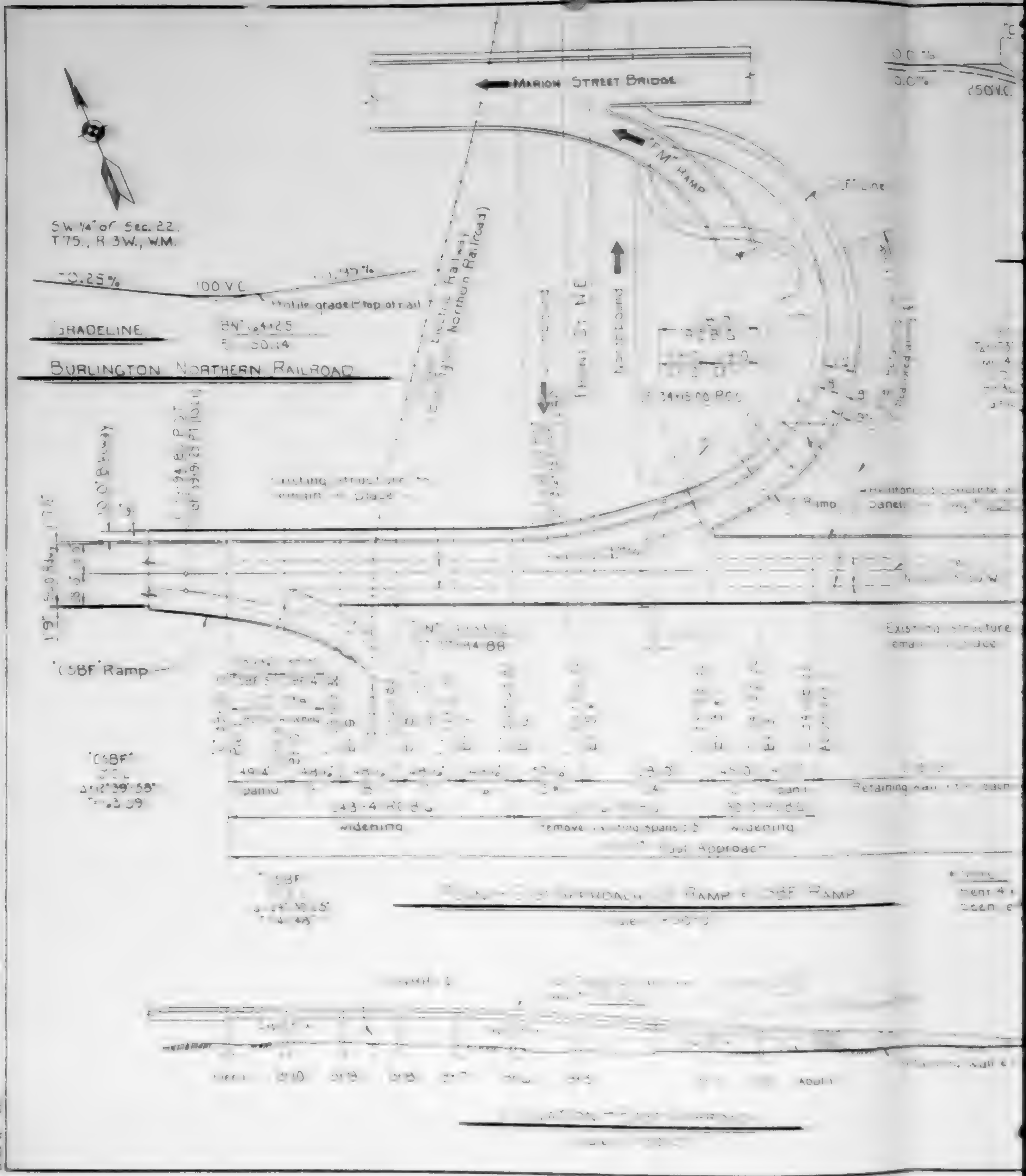
Please prepare design, plans and weights of the sign support structures and return a copy to us.

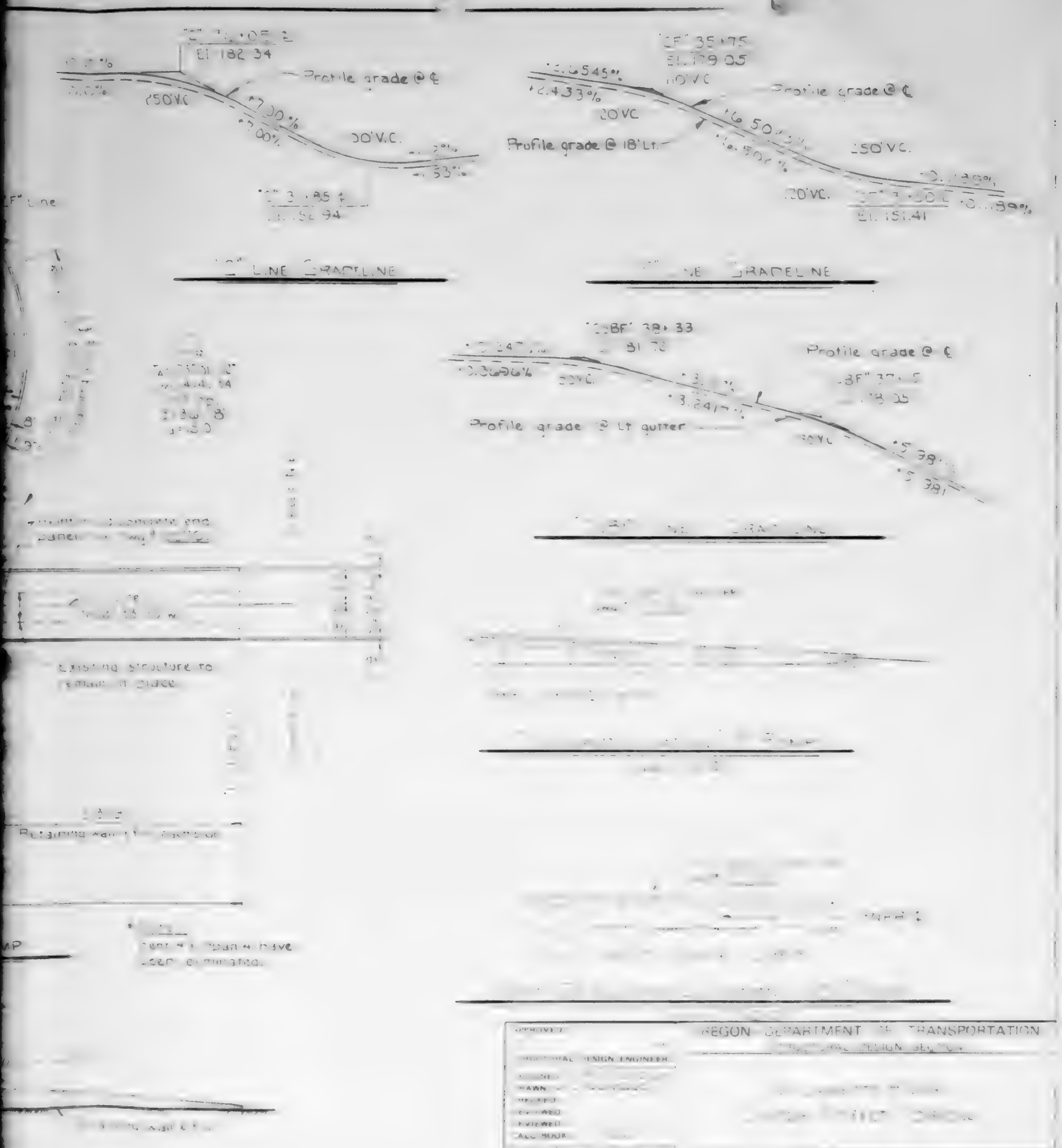
Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Structure Mount - Location as per plan. Sign to be illuminated

Cantilever Sign Support - Front St. Sta. 43+93 Lt. Sign to be illuminated.

rw
Attachments
cc: W. G. Beard
W. Cole, Design Team Supervisor


MARION STREET BRIDGE
"M" RAMP
"F" Line
SW ¼ of Sec. 22.
T 7S., R 3W., W.M.
-0.25%
100 V.C.
Profile grade @ top of rail
GRADELINE
BURLINGTON NORTHERN RAILROAD
Oregon Electric Railway (Burlington Northern Railroad)
Front St. N.E.
Northbound
Existing structure to remain in place
10.0' Bikeway
"CSBF" Ramp
"CSBF"
Existing structure
remain in place
Retaining wall each
widening
Remove existing spans
widening
East Approach
Ramp & CSBF Ramp
Abut.
0.0%
0.0%
250 V.C.

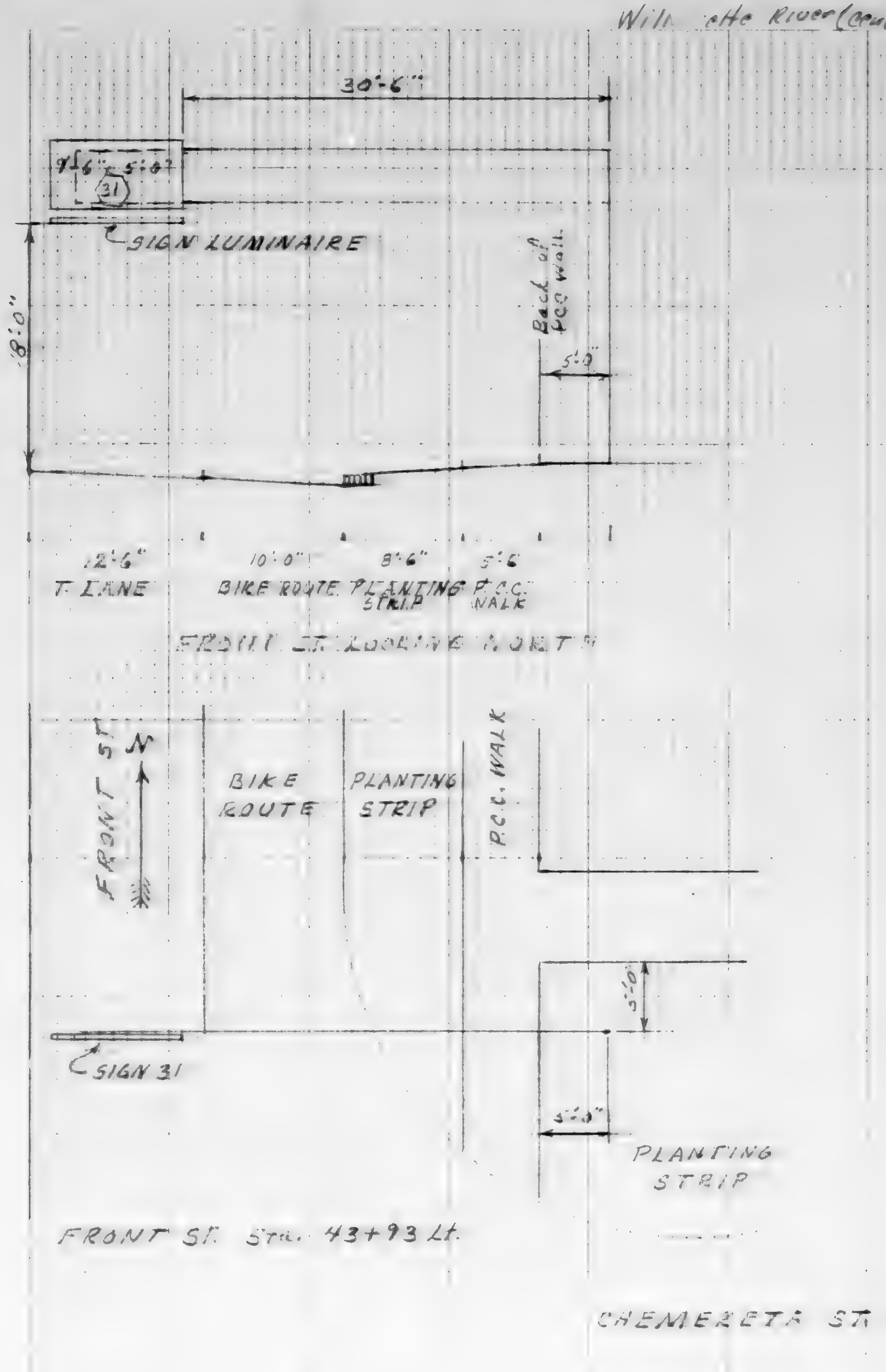

El 182.34
Profile grade @ ℄
150'V.C.
-7.00%
-7.00%
50'V.C.
"E" Line
"E" LINE GRADELINE
"F" 35+75
El 179.05
20'V.C.
+2.433%
Profile grade @ ℄
Profile grade @ 18' Lt.
+6.50%
-6.50%
150'V.C.
50'V.C.
El 151.41
LINE GRADELINE
"BF" 38+33
El 81.72
Profile grade @ ℄
-0.3696%
50'V.C.
-3.241%
Profile grade @ Lt gutter
-5.38%
-5.38%
Existing structure to remain in place
Retaining wall
Bent 4 & Span 4 have been eliminated.
MP

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

APPROVED
STRUCTURAL DESIGN ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC BOOK
DATE
REVISION

SHEET OF
BRIDGE NO
DRAWING NO

Willamette River (Center St.) Br.


30'-6"
7'-6" x 5'-0"
31
SIGN LUMINAIRE
8'-0"
Back of PCC Wall
5'-0"
12'-6"
T. LANE
10'-0"
BIKE ROUTE
8'-6"
PLANTING STRIP
5'-6"
P.C.C. WALK
FRONT ST. LOOKING NORTH
FRONT ST
N
BIKE ROUTE
PLANTING STRIP
P.C.C. WALK
5'-0"
SIGN 31
5'-0"
PLANTING STRIP
FRONT ST. STA. 43+93 Lt.
CHEMEKETA ST.

Memorandum

U.S. Department
of Transportation

Federal Highway
Administration

Subject: Oregon Project SRF-47(a)
Center Street Bridge

Date: FEB 4 1982

Reply to
Attn. of: HNG-32

From: Federal Highway Administrator

To: Mr. M. Eldon Green
A-010 Regional Federal Highway Administrator
Portland, Oregon

This is in reply to your memorandum of January 28, 1982, regarding alternate designs on the subject project.

The estimate for the concrete design is approximately $198 per square foot and is, based on our experience with this type of structure, unusually high for spans of this magnitude. Accordingly, we request that the State be advised to complete an alternate design in structural steel under the following conditions:

1. The State will use all possible means to expedite the work necessary to complete an alternate steel design.

2. A reading on status of the alternate design will be made at the time the existing concrete design is found acceptable for advertising for bids.

3. A decision may be made at that time to proceed with advertisement without the alternate to prevent any extensive delays to the project.

4. If acceptable prices are received for the concrete design, then the State can cancel any further work on the alternate.

5. Obviously, if the opposite happens, the alternate design will be completed and bids retaken.

RECEIVED
TECHNICAL SERVICES
FEB 5 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Apt	File

We have been advised by both Bethlehem and U.S. Steel, contrary to Mr. Hunter's contention that steel is not a competitive alternate, that they are extremely interested in successfully bidding a steel alternate on this project.

for R. A. Barnhart

January 12, 1982

DES 23
123K

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Alternate Steel Designs
Center Street Bridge
BR 123K

On November 17, we responded to your request that we consider an alternate steel design for the river spans on the Center Street Bridge. We indicated that our estimate showed a steel design was not reasonably competitive.

At the encouragement of your office, we have solicited comments from the steel industry of the estimated in-place cost of a steel alternate. The single response received confirms our estimate on the steel alternate. The facts, as set forth in our letter of November 17, remain unchanged. We therefore request your approval to proceed with the Center Street Project based on post-tensioned box girder river spans.

On November 30, 1981 a request for information on a steel alternate was sent to both U.S. Steel and Bethlehem Steel. A preliminary plan of the steel spans indicating geometry, beam spacing, plate sizes and lengths, and weights of various grades of steel was furnished. To date, the only response has been from U.S. Steel. The U.S. Steel reply was based on consultation with Utah Pacific, an experienced fabricator of bridge girders. Their estimate was for 85¢ per pound for fabrication and 12¢ per pound for erection. We have allowed 20 percent for the prime contractor's overhead and profit, which comes to $1.16 per pound for the in-place steel.

The State's estimate previously furnished to you was based on an in-place cost of $1.25 per pound. The difference between the State's estimate and the steel industry's estimate is not significant. The steel industry figures confirm our position that steel is not a competitive alternate at the Center Street crossing.

Very truly yours,

bc H. S. Coulter
Walt Hart

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

WJH:jrb ja

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-47(7)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80363

2A. COUNTY NAME
Marion
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/11/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:

Willamette River (Salem) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/14/81 I approve the revised Preliminary Engineering Costs to a TEC of $571,176 Federal Funds $489,897.

(Increase TEC $141,176 Federal Funds $121,087 Appn. Code 825)

RECEIVED
JAN 12 '82
REFER TO

14. DATE
1/11/82

for Division Administrator

FORM PR [illegible]
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 31, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. IX-BRF-47(12)
Willamette River (Salem) Bridges Sec. (ROW)
Marion & Polk Counties

I hereby request authorization to proceed with the actual acquisition of files 52433 and 52434 on the subject project at an estimated total cost of $24,650 with $20,952 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed sketch map and consists of easements required for relocation of a city storm sewer line.

No relocation assistance is involved and no increase in total cost or federal funds as currently under project agreement is anticipated for these additional parcels.

CL:bkc

cc: F. Lowe
General Files

Form 734-3122

DES 16

30

ROAD DESIGN SECTION

L. L. Wallace
Bridge Design Engineer

December 15, 1981

Donald R. Adams
Final Design Engineer

Willamette River (Center St.) Bridge Sec.
Willamina-Salem Highway
Marion and Polk Counties

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Cantilever Sign Structure Sta. 36+96 Rt.
Cantilever Sign Structure Sta. 39+98 Lt.
Sign Bridge, Sta. 46+89
Sign Bridge, Sta. "C" 63+75 (previously submitted)
Sign Bridge, Sta. 1325+00 Rt. (previously submitted)

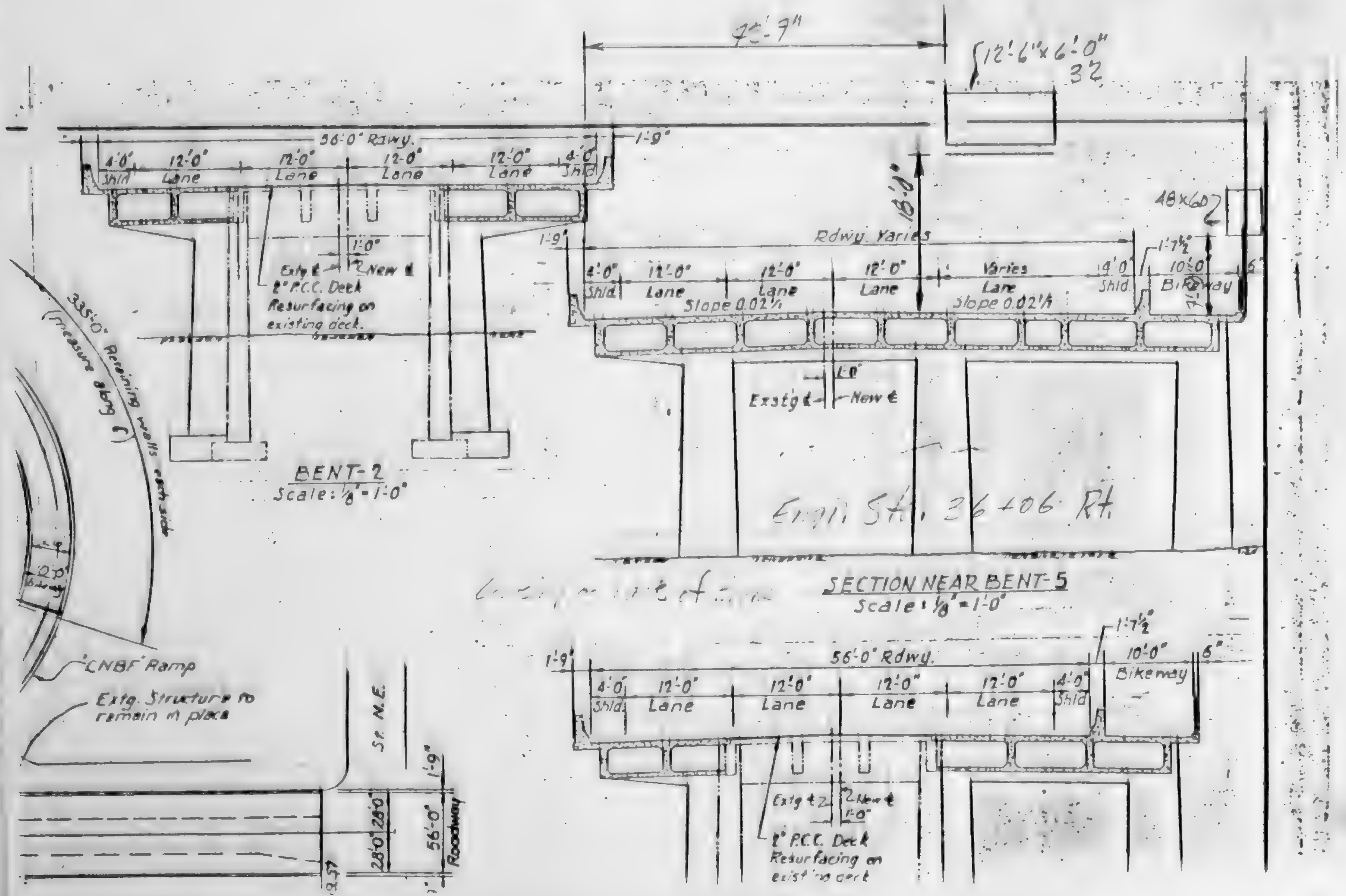
All signs are to be illuminated.

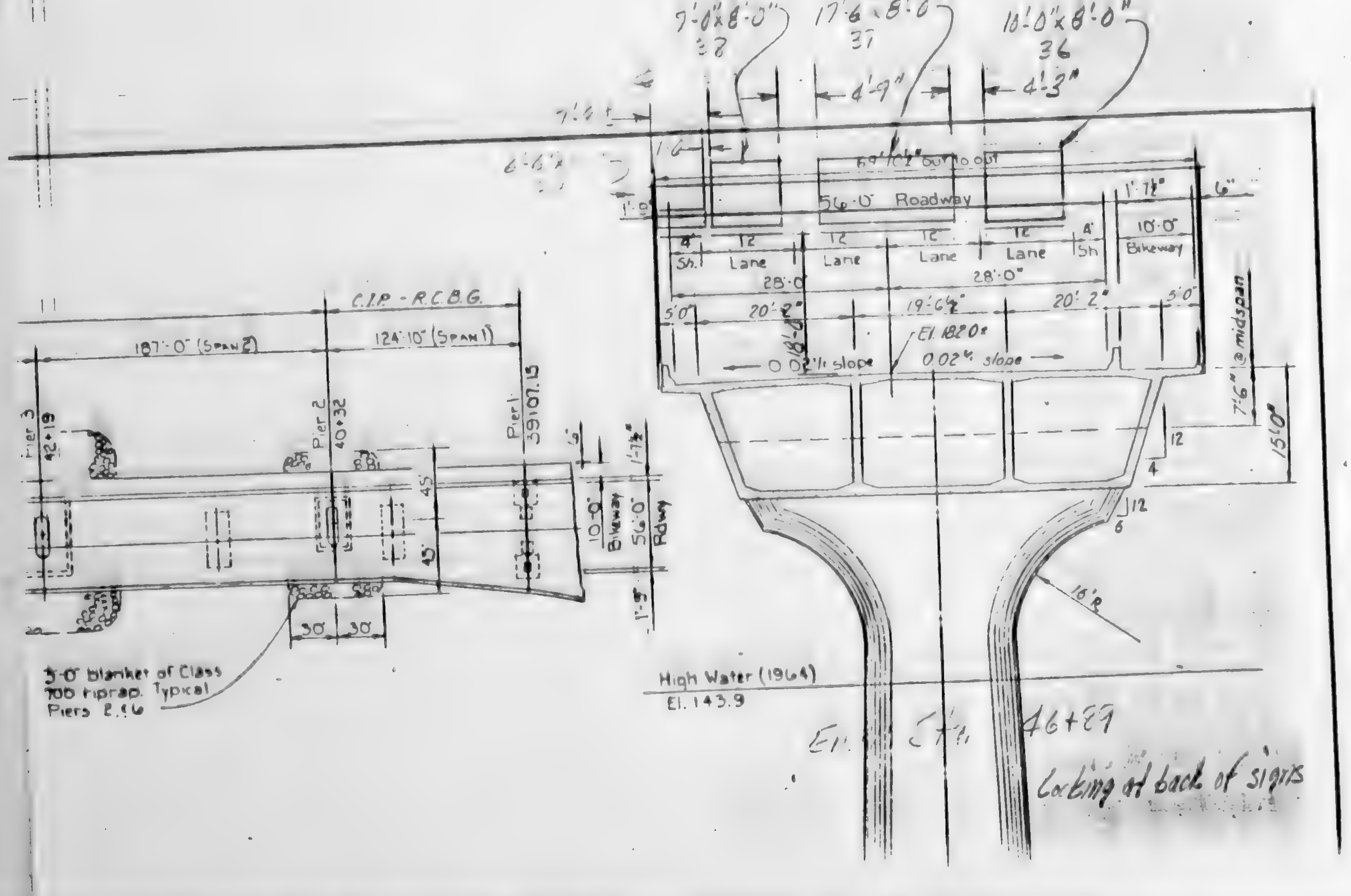
WGB:rw
Attachment

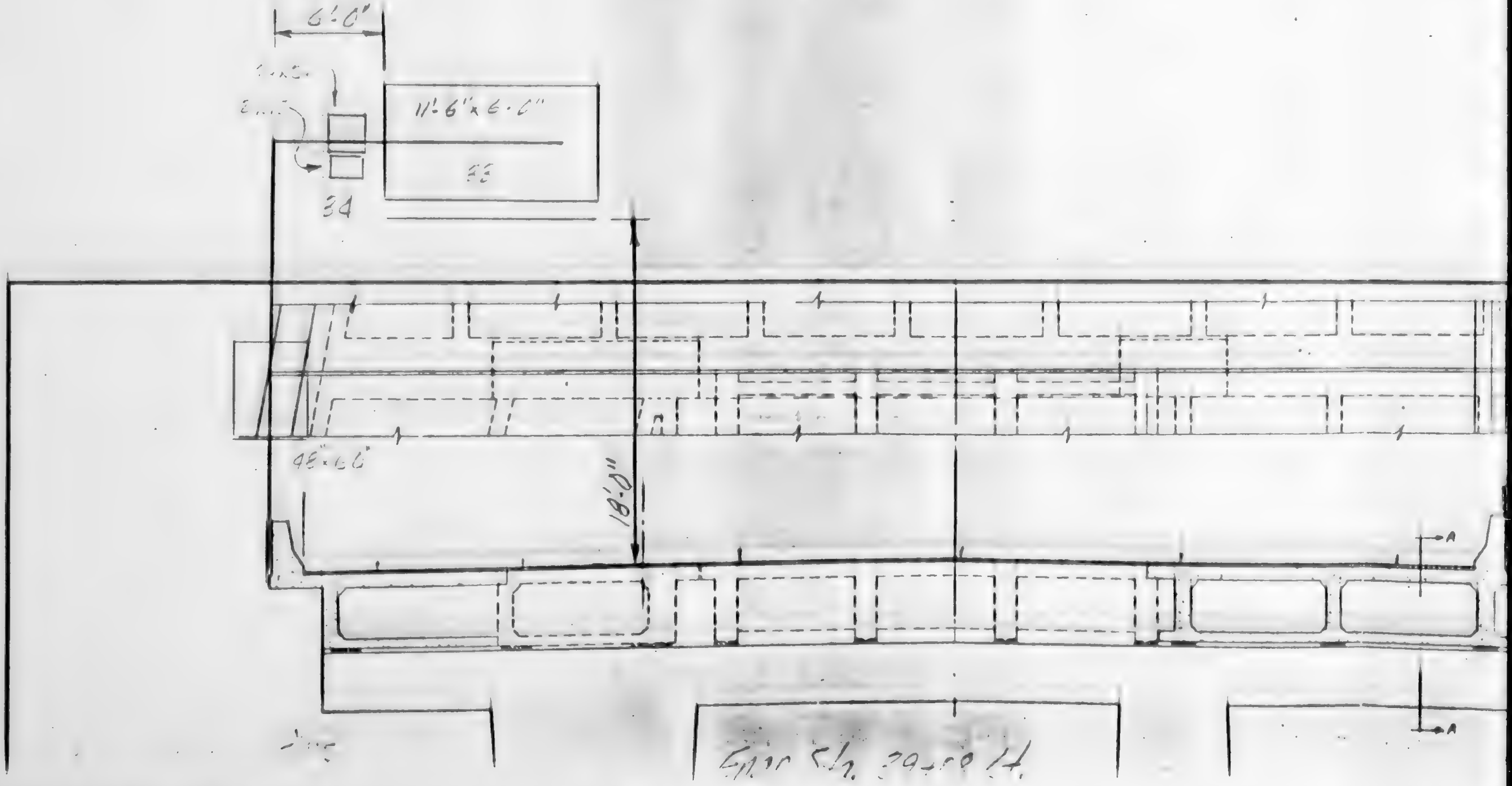
cc: W. G. Beard
P. H. Stoudenmeyer, Design Team Supervisor

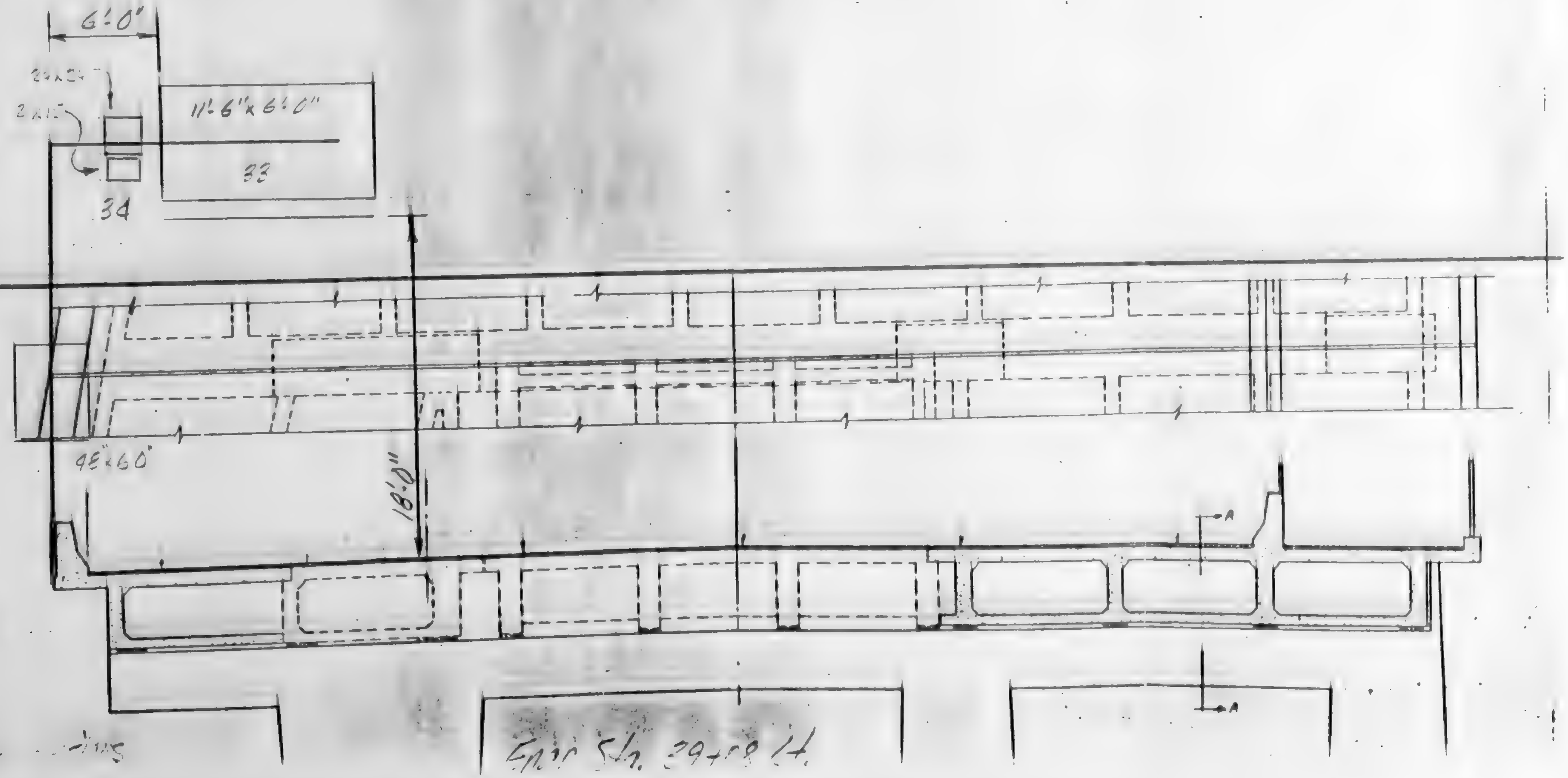
RECEIVED
DEC 16 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action


75'-7"
12'-6"x6'-0"
32
56'-0" Rdwy.
1'-9"
4'-0" Shld
12'-0" Lane
12'-0" Lane
12'-0" Lane
12'-0" Lane
4'-0" Shld
1'-0"
Extg ℄
New ℄
2" P.C.C. Deck Resurfacing on existing deck.
BENT-2
Scale: 1/8"=1'-0"
335'-0" Retaining walls each side (measure along ℄)
18'-0"
48x60
Rdwy. Varies
1'-9"
4'-0" Shld
12'-0" Lane
12'-0" Lane
12'-0" Lane
Varies Lane
4'-0" Shld
1'-7½"
10'-0" Bikeway
6"
7'-1"
Slope 0.02'/'
Slope 0.02'/'
1'-0"
Exstg ℄
New ℄
Engr. Sta. 36+06 Rt.
SECTION NEAR BENT-5
Scale: 1/8"=1'-0"
"CNBF" Ramp
Extg. Structure to remain in place
St. N.E.
28'-0"
28'-0"
56'-0"
1'-9"
Roadway
9.57
56'-0" Rdwy.
1'-9"
1'-7½"
10'-0" Bikeway
6"
4'-0" Shld
12'-0" Lane
12'-0" Lane
12'-0" Lane
12'-0" Lane
4'-0" Shld
Extg ℄
New ℄
1'-0"
2" P.C.C. Deck Resurfacing on existing deck


7'-0" x 8'-0"
38
17'-6" x 8'-0"
37
10'-0" x 8'-0"
36
4'-9"
4'-3"
1'-6"
56'-0" Roadway
1'-7½"
6"
1'-0"
4' Sh.
12 Lane
12 Lane
12 Lane
12 Lane
4' Sh
10'-0" Bikeway
28'-0"
28'-0"
5'-0"
20'-2"
19'-6½"
20'-2"
5'-0"
18'-0"
El. 182.0±
0.02'/' slope
0.02'/' slope
7'-6" @ midspan
15'-0"
12
4
12
6
16'R
High Water (1964)
El. 143.9
46+89
Looking at back of signs
C.I.P. - R.C.B.G.
187'-0" (Span 2)
124'-10" (Span 1)
Pier 3
42+19
Pier 2
40+32
Pier 1
39+07.15
45'
45'
6"
1'-7½"
10'-0" Bikeway
56'-0" Rdwy
1'-5"
30'
30'
5'-0" blanket of Class 700 riprap. Typical Piers 2 & 6


6'-0"
11'-6"x6'-0"
33
34
48"x66"
18'-0"
A
A
Gnr C/L 20+50 Lt.


6'-0"
24x24
2x15
11'-6" x 6'-0"
33
34
48"x60"
18'-0"
Engr. Sta. 39+58 Lt.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80363
Project No. IX-47(7)
Willamette River (Salem) Bridges
Marion & Polk Counties

I request approval of a program change to adjust the estimate preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 17, 1981.

Approval of this request will involve an increase of $141,176 in total cost and Federal obligation of $121,087 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$571,176.00	$489,897.00	---	85.77
Previous	240,000.00	205,850.00	823	
	190,000.00	162,960.00	772	
Difference	$141,176.00	$121,087.00	823	

Funds for this increase will be available from a release of funds on Project IX-1560(4) requested under separate action.

CL:bkc
Attachment

cc: F.E. Terpin
P. Stearns
Gary Zehner (w/att.)
General Files

Form 734-3122

Scott

Memorandum

U.S. Department of Transportation
Federal Highway Administration

Monthly Transaction Number 119-10-81-15

Subject: The Secretary's Discretionary Bridge Program
Center Street Bridge--Oregon
Estimated Cost--$29.9 Million

Date: DEC 8 1981

Reply to Attn of: HNG-33

From: Federal Highway Administrator

To: Mr. H. Eldon Green
Regional Federal Highway Administrator
Portland, Oregon

Reference is made to our February 13, 1979, January 24, 1980, and November 6, 1980, memorandums allocating FY 1979, FY 1980 and FY 1981 discretionary bridge funds for the Center Street Bridge. We have subsequently received Mr. Wilken's memorandum, dated June 1, to the Region requesting an additional $480,000 in FY 1982 discretionary funds to cover construction.

Consequently, the following FY 1982 discretionary funds are hereby allocated for the Center Street Bridge.

1. Construction $480,000

The Oregon Division Administrator should be advised that alternate designs for this project must be vigorously pursued and bid unless an exception is justified to and approved by the Federal Highway Administrator.

The sum brings the total discretionary funds allocated for this bridge project to $23,920,000. Discretionary bridge fund project requirements outlined in the February 13, 1979, memorandum also apply to these FY 1982 funds.

R A Barnhart
R. A. Barnhart

10

☐ AREA ENG
☐ PROG ASST
☐ RT OF WAY
☐ BRIDGE
☐ PROG DEV
☐ PLANNING
☐ SAF COORD
☐ [illegible] COORD
☐ R [illegible]
☐ FIN MGR
☐ MGT ANALYST

RECEIVED
TECHNICAL SERVICES
DEC 11 '81
REFER TO
FOR
Info | Inves | R/D | O/R

RECEIVED
DEC [illegible] 1981
OREGON DIVISION

#396R

RECEIVED 12/4/81 TIME 12:10 PM

1-22-82

CC: HRA
BRIDGE

November 17, 1981

L Vernon ✓
Anderson
Christensen
Olson
Sullivan
Turpin
Trost
Wakerlig

RECEIVED
NOV 17 1981
ROAD DESIGN SECTION

DES 23
123K
Do Not File
Return To
Bring Up
Action

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Wilken:

Re: Alternate Steel Designs
Center Street Bridge 123K
[illegible]

Your letter of November 2, 1981, requested that an alternate design in steel be prepared for the river spans of the Center Street Bridge. We do not consider it to be in the State's best interest to pursue a steel design alternate that is not even reasonably competitive and that would potentially delay the project for up to three months. It is our intention to complete the project plans based on the post-tensioned box girder river spans previously approved by your office.

The history of alternate bidding of concrete versus steel on major bridge projects in the Northwest has not proven in any instance to have improved competition. The lack of fabrication facilities on the West Coast, the problems of ordering and shipping due to isolation from the steel mills and a lack of contractor experience with steel structures, simply removes steel from any reasonable competitive position.

The first cost of a steel alternate for Center Street based on a preliminary design by our Bridge Section is $1.7 million higher than the concrete box. A copy of the alternate estimate is attached. In addition, the State would be faced with maintenance painting costs of over $2 million over a 50-year period just based on today's dollars.

This is simply another case of cookbook engineering caused by blanket Federal Regulations released from Washington D.C. with which we do not agree. We will proceed as outlined above.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

[illegible]:rw

cc: W. J. Hart
[illegible] Coulter

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Concrete Alternate

Bridge Name Willamette River (Center St.) Br. County Marion - Polk Bridge No. 123k
Section and Station Highway
Estimate Made By TJS Date 11/3/81 Checked By Date
Description River Spans 1R thru 5R: Span 1R = C.I.P. RCBG (124'-10")
Spans 2R-5R = C.I.P. PTCBG (844'-6")
Estimate From No Plans Sketch Completed Plans Drawing No. 35278
(Strike out the ones which do not apply)
Calculation Book No. 1832-B Loading HS25

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				9%	745,400
Shoring, Cribbing, etc.	All	—	—	—	—	1,000,000
Structural Excavation	Cu.Yd.	12,000	—	12,000	20^{00}	240,000
Excavation Below Elev. Shown	Cu.Yd.					
Furnish HP14x73 Piling (No.)	Lin.Ft.	22,700	—	22,700	30^{00}	681,000
Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All	—	—	—	—	50,000
Drive 254- HP14x73 Piling	Lin. Ft.	22,700	—	22,700	2^{00}	45,400
Drive Piling						
Structural Concrete Class 3300-1½	Cu.Yd.	5340	730	6070	300^{00}	1,821,000
4500-1½	Cu. Yd.	—	240	240	250^{00}	60,000
5000-1½	Cu. Yd.	—	5220	5,220	400^{00}	2,088,000
Metal Reinforcement - uncoated	Lbs.	595,000	1,405,000	2,000,000	0^{50}	1,000,000
" " - epoxy coated		—	190,000	190,000	1^{00}	190,000
Structural Steel	Lbs.					
Prestressing Steel	Lbs.	—	560,000	560,000	1^{00}	560,000
Prestr. Conc. ( )	Each					
Rail # Pedestrian	Lin.Ft.	—	970	970	45^{00}	43,700
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts. - Double	Lin.Ft.	—	140	140	150^{00}	21,000
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.	—	6040	6040	13^{00}	78,500
Removal of old Bridge	All	—	—	—	—	400,000
Maintenance of Traffic	All					

Subtotal 9,024,000
Plus 30 Percent for Engineering & Contingencies 2,707,000

TOTAL COST $ 11,731,000

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION — SALEM

Subject: Oregon Project BRF-47(9)
Center Street Steel Alternate

Date: November 2, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Consistent with FHWA's strong commitment to alternate bridge designs for major bridges, we are requesting an alternate design in steel for the river spans portion of the Center Street Bridge.

We recognize that this is contrary to our prior agreement to provide only a single design in concrete. However, an alternate bidding arrangement has proven to be effective in reducing bridge costs and recent bidding experience indicates that the steel industry is becoming increasingly motivated toward improved competition with concrete.

Since the issuance of Technical Advisory T5140.12, Alternate Bridge Designs, dated December 4, 1979, FHWA has been vigorously pursuing the policy of requiring States to prepare alternate bridge designs on all major bridge projects. This policy has a history of success in keeping bid prices competitive and well below the engineer's estimate. We have found that both the steel and concrete industries are extremely motivated by this requirement and are preparing their bids with a great deal of care thus giving the public their best buy for the dollar.

These occurrences lead us to believe that it is timely and appropriate to apply the cost-reducing strategy of alternate bridge designs to the Center Street Bridge project.

Dale E. Wilken

RECEIVED
STATE HWY ENGR

NOV 3 '81

REFER TO
Hart

FOR

Info	Inves	R/D	D R	Sign	Act	File
		✓				

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 29, 1981

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 51251 — Taylor
Willamette River (Salem)
Bridges Section
Willamina-Salem Highway
Marion County

Rod Henry, Steve Green, Roger Hansen, and I again met to discuss further the terms of the negotiation on the above subject file which were included in the memo written by Rod Henry on July 28, 1981.

The lease completing the present term must be adhered to, but we must have a written release for the right-of-way portion by Mr. Roberson. It was decided Mr. Rhoten should be requested to obtain this document. The successive five year extension can be negotiated later.

The negotiation was discussed with both Mr. F. B. Klaboe and then Mr. Tom Walsh. I recommended that we proceed to acquire the entirety because of several aspects of the property. Both Mr. Klaboe and Mr. Walsh agreed that it appeared to be in the best interests of the Department.

JBB:jh

cc: Tom Walsh
F. B. Klaboe
Virgil Wilson
Steve Green

RECEIVED
DOT DIRECTOR
[illegible]
REFER TO
FOR

RO[illegible]2

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 28, 1981

Rod

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 51251-Taylor
Willamette River (Salem) Bridges Sec.
Willamina-Salem Highway
Marion County

A meeting was held in Mr. Boyd's office to discuss the acquisition of the Taylor property and the lease of the remaining property to Roberson Motors. Those present were J. B. Boyd, Rod Henry, Steve Green and Roger Hansen.

It was previously determined that it would be in the best interest of the State to acquire the entire Taylor property for $600,000. This is based on the reviewed appraisal of $263,000 for the right-of-way and $337,000 for the surplus property.

Roberson currently has a lease on the entire Taylor property that runs for one more year with an option to renew for an additional five years. The current rent is $1,450 per month with the owner paying the first $4,800 in taxes. If the State buys the entire property, we will have to buy subject to the existing lease and the present terms will continue for the remaining one year term. On a pro rata basis this would indicate a rental rate of approximately $812 per month for the surplus property. The State would also be obligated to pick up its pro rata share on the taxes.

Economic rent for the remaining land should be based on 10 percent of the sales price with the tenant paying the taxes. This computes out to approximately $2,800 a month net.

There are several factors that will make it difficult for the State to obtain market rent for this parcel. Bridge construction will be underway on the adjoining property to the West for the next three to four years. This will have a detrimental impact on the remaining land and will make it difficult for Roberson to continue operating. The current demand for property of this type is also depressed at the present time and would make it difficult for the State to find a new tenant. It has been determined that a net return to the State of five percent or $1,400 per month would be reasonable under these conditions.

The proposed lease should be for one year at the current rate with a five year renewal based on a $1,400 per month rental for the period of bridge construction. Upon the completion of bridge construction the rental rate should be renegotiated to current market rent.

RH:jr
cc: Steve Green
Roger Hansen

attach CC to
my memo of
July 28

30

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

July 2, 1981

J. H. Versteeg
Road Design Engineer

Files 52136 & 52137
Willamette River (Salem) Bridges Section
Willamina-Salem Highway
Marion County

Attached are descriptions, an authorization and prints for two additional files for the subject project which is under contract.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlk
Attachments

9547

30

ROAD DESIGN SECTION DES 16-1

Jim Dixon
Region II R/W Supervisor

April 16, 1981

Attn. Roger Hanson

From: A D Olson
A. D. Olson
Preliminary Design Engineer

Subject: File 21757, Argo Invest. Corp.
Willamette River (Center Street) Bridge
Willamina-Salem Highway
Marion County

File 21757, Argo Invest. Corp., shown on Sketch 1, has 32 existing stalls. Stalls 1 through 8 are 9'5" at a 90° angle; Stalls 9 through 32 are 9' at a 50° angle, with one-way aisles. Stalls No. 1, 2, and 3 will be lost to new construction. The service station is presently closed down.

Sketch 2 shows how these stalls can be recovered by adding one stall to each of the three rows as shown. This will cut down on the existing aisle widths but will still provide for a two-way aisle (30 feet) by Stall No. 3 and a one-way aisle (17 feet) by Stalls No. 1 and 2.

There are other designs that could be used but Sketch No. 2 would seem to cause the least amount of disruption and also leave the same traffic pattern and layout as the existing lot.

If you have any questions, please contact me or Larry Stormo (378-6276).

REFERRED TO
Baard ✓ Staudenmeyer
Cole
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

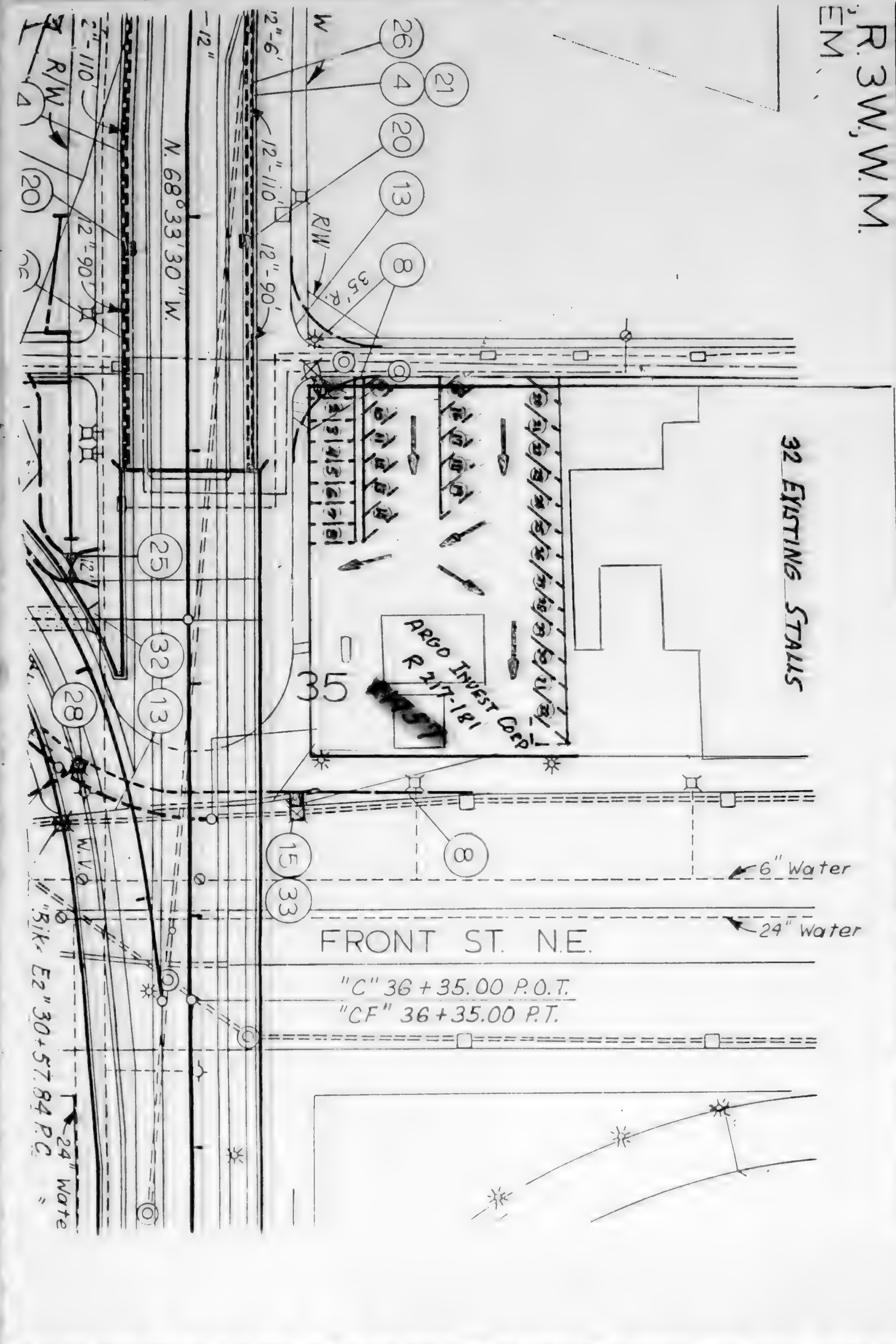
ADO:ja

Enc.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

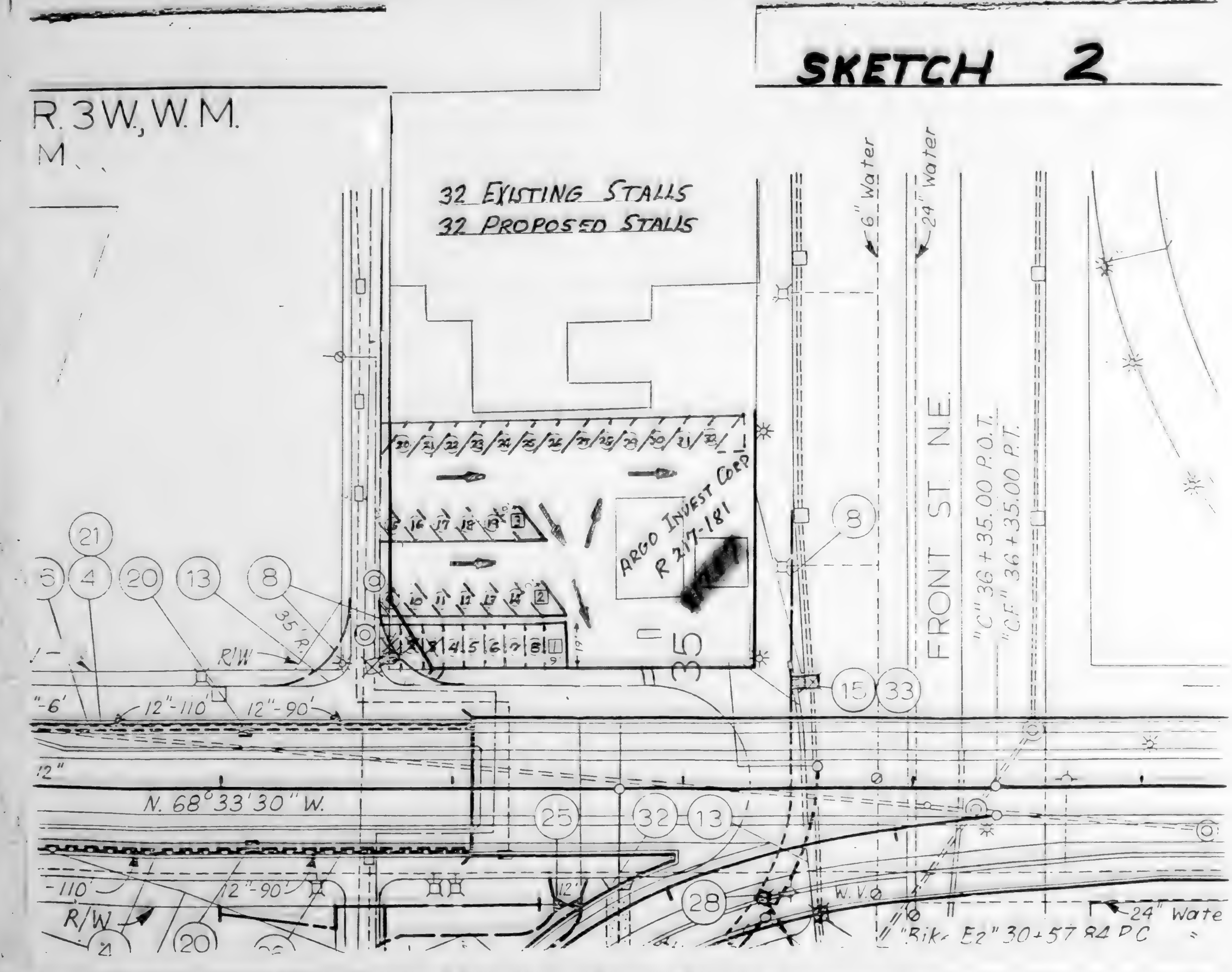
RECEIVED
APR 16 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action


R.3W.,W.M.
EM.
32 EXISTING STALLS
ARGO INVEST CORP
R 217-181
[redacted]
35
N. 68°33'30" W.
FRONT ST. N.E.
"C" 36+35.00 P.O.T.
"CF" 36+35.00 P.T.
6" Water
24" Water
"Blk. Ez" 30+57.84 P.C.
24" Wate
W.V.
R/W
35' R.
12"-110'
12"-90'
12"-6'
12"
26
4
21
20
13
8
25
32
28
15
33

SKETCH 1

SKETCH 2


R. 3W., W.M.
M
32 EXISTING STALLS
32 PROPOSED STALLS
6" Water
24" Water
FRONT ST. N.E.
"C" 36 + 35.00 P.O.T.
"C.F." 36 + 35.00 P.T.
ARGO INVEST CORP
R 217-181
[redacted]
35
19'
9'
35' R.
R/W
"-6'
12"-110'
12"-90'
12"
N. 68°33'30" W.
-110'
R/W
W.V.
24" Wate
"Bik. Ez" 30+57.84 P.C.
21
5
4
20
13
8
8
15
33
25
32
13
28
20
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects IX-47(7) & BRF-47(9)
Center (Br. 123K) Marion (Br. 7253B) Sts.
Bridges Across Willamette River, Salem

Date: April 9, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In addition to our letter of April 1, 1981, regarding your preliminary plan submittal, we are approving a membrane waterproofing system (with epoxy coated top deck reinforcing steel) and an A.C. overlay on the main span of the Center Street bridge as agreed between Mr. Hart and Mr. Sears of our Washington Office.

Your request to provide deck protection by only epoxy coating the transverse deck reinforcement is not acceptable.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
APR 10 '81
REF TO

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

April 6, 1981

RECEIVED
TECHNICAL SERVICES
APR 8 '81
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Ralph Hanley
City Manager
City of Salem
City Hall/555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Hanley:

Thank you for your letter of March 26, 1981, formalizing your commitment to completion of all actions prerequisite to placing the Salem Parkway under construction contract not later than June 1982.

Review of your letter indicates that further clarification of this matter is required. Our March 19th letter, in discussing City match funds, pointed out that the figures you furnished on March 13th included an error of about one million dollars, resulting from overlooking the fact that the City match fund requirement for the Marion Street Bridge is limited to $437,000. Marion County officials and staff are certainly aware that current estimates of Federal Aid Interstate Transfer projects costs are educated guesses at best. Notwithstanding same, the facts remain that officials at the highest levels are working to obtain a substantial increase in I-305 Transfer funding, and that, if Federal Interstate Transfer Funds are available for all projects likely to be ready for construction during Fiscal Year 1982 (including promised Salem Parkway), a substantial amount of additional City matching funds will be required.

Your comment on acquisition of right-of-way prior to the hearing on the Draft EIS, also indicates a misunderstanding of the County position. Our letter clearly stated that final decisions on the Salem Parkway cannot be made by the County Board of Commissioners until the public hearing is held. The County has no intent to circumvent procedures required by either State or Federal regulations. It is the intent of the Board of Commissioners to make no decision on the Parkway project until the Public Hearing has been held and all information presented has been fully evaluated.

However, it is absolutely essential that all concerned take every action possible, short of compromising the project, necessary to meet the expedited schedule agreed to in the March 13th meeting. It is Marion County's contention that, to meet said expedited schedule; all key actions be set-forth; the agency responsible for such action be identified; FHWA approvals (and other necessary approvals) of key actions be incrementally obtained; and most importantly, individuals responsible for key actions complete them with extraordinary diligence.

Sent [illegible]

TO: Ralph Hanley
FROM: Board of Commissioners
April 6, 1981
Page 2

It is obvious that extraordinary effort and diligence by all concerned has gone into the Willamette Bridge projects. Marion County applauds that effort. The same sort of effort is essential to the Parkway if commitments made March 13, 1981, are going to be met.

Your letter is valuable in clarifying the problems of match funds and right-of-way acquisition. Marion County's concern is that all concerned approach those problems and all the other problems inherent in a project of this magnitude with an attitude of "looking for solutions" rather than "for problems".

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

GTG:JJG:lk

cc: Senator Mark Hatfield
Senator Bob Packwood
Representative Denny Smith
Senator L. B. Day
Mayor Kent Aldrich
Fred Klaboe
✓Ed Hunter
Alan Hershey
George Grove

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects IX-47(7) & BRF-47(9)
Center (Br. 123K) Marion (Br. 7253B Sts.
Bridges Across Willamette River, Salem

Date: April 1, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your preliminary plan submittals on the above projects (including the "half cell" readings and the Foundation Report Addendum No. 2). Your comments indicate you have adequately considered all items we have brought to your attention, and we concur with your proposed actions.

We also agree with your proposal to use membrane waterproofing (with epoxy coated top deck reinforcing steel on new construction) and an A.C. overlay on both structures except for the main spans of the Center Street bridge. This section will use epoxy coated deck reinforcing steel as protection against possible steel corrosion.

Accordingly, the preliminary bridge plans submitted are approved.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
APR 7'81
REFER TO
FOR
Info

CENTER ST. - MARION ST. BRIDGES

ESTIMATED COST AT CONTRACT TIME

CENTER ST. & R/W	$ 25,000,000	
MARION ST.	12,900,000	
TOTAL ESTIMATED COST		$ 37,900,000

FUNDING

CENTER ST. & R/W		
HBR (80% Fed.)	$ 20,000,000	
STATE MATCH	5,000,000	
		$ 25,000,000
MARION ST.		
ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	
		$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed.)	$ 2,300,000	
STATE MATCH	600,000	
		$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 4,600,000	
STATE MATCH	800,000	
		$ 5,400,000
FAP (88% Fed.)	$ 1,280,000	
STATE MATCH	170,000	
		$ 1,450,000
TOTAL MARION ST.		$ 12,900,000

March 1981

MARION ST. BRIDGE

ESTIMATED COST AT CONTRACT TIME

TOTAL ESTIMATED COST		$ 12,900,000

FUNDING

ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	
		$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed.)	$ 2,300,000	
STATE MATCH	600,000	
		$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 4,600,000	
STATE MATCH	800,000	
		$ 5,400,000
FAP (88% Fed.)	$ 1,280,000	
STATE MATCH	170,000	
		$ 1,450,000
TOTAL MARION ST.		$ 12,900,000

March 1981

NOTED
H.S. COULTER

CENTER ST. - MARION ST. BRIDGES

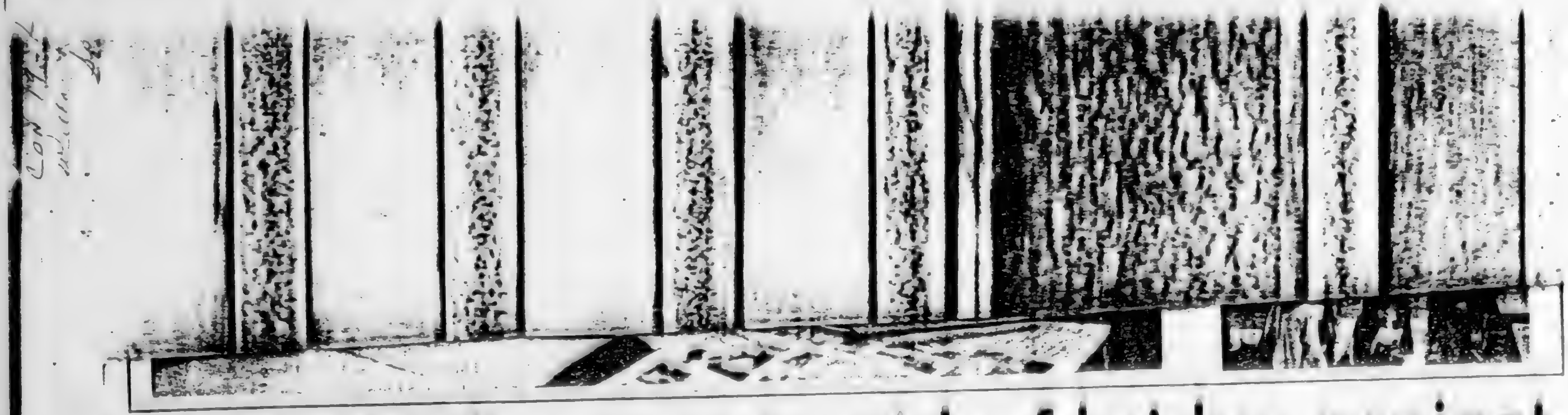
ESTIMATED COST AT CONTRACT TIME

CENTER ST. & R/W	$ 25,000,000	
MARION ST.	14,000,000	
TOTAL ESTIMATED COST		$ 39,000,000

FUNDING

CENTER ST. & R/W		
HBR (80% Fed.)	$ 20,000,000	
STATE MATCH	5,000,000	
TOTAL CENTER ST. & R/W		$ 25,000,000
MARION ST.		
ORIG. CO.-CITY COMMIT.		
FAIX (85% Fed.)	$ 2,678,000	
LOCAL MATCH	472,000	$ 3,150,000
ECONOMIES TO CENTER ST.		
HBR (80% Fed)	$ 2,300,000	
STATE MATCH	600,000	$ 2,900,000
PROPOSAL		
FAIX (85% Fed.)	$ 6,760,000	
STATE MATCH	1,190,000	$ 7,950,000
TOTAL MARION ST.		$ 14,000,000

October 1980



State DOT comes to aid of bridge project

By LANCE DICKIE
Statesman-Journal Reporter

The state Department of Transportation has shored up the city of Salem and Marion County, which fell short of the money needed to widen the Marion Street Bridge.

A $2.1 million advance plus cash assistance from the state will bring in about $4 million of the estimated $14 million project cost, according to figures provided by state and local officials.

Federal law requires highway projects be fully funded before work can begin. Local officials found themselves millions of dollars short and their April bid date in jeopardy when a federal allocation fell short by almost 50 percent.

Marion Street Bridge will be widened from two lanes to four. New lanes are to be added on a set of piers beside the span now in place.

The widening is part of a larger bridge project that involves construction of a new four-lane Center Street Bridge.

The bridge widening is one of about 10 projects to be funded largely with federal dollars originally destined for a freeway spur, Interstate 305, which would have linked the Chemawa I-5 interchange with Liberty and Commercial streets in north Salem.

Oregon is one of 15 states in which communities used money destined for freeways on other highway projects. The amount distributed is subject to the discretion of Congress each year.

Salem asked for $14 million to begin work on the bridge and a related roadway project. The bridge share was $9.4 million.

The city eventually received $7.3 million, more than enough for the roadway project, but short of what was needed for the bridge.

That shortfall touched off a search for money that has drawn accolades from city and county officials for the Transportation Department's cooperation and the state's general help in getting the bridge projects under way.

One agreement about to be concluded between state and local governments calls for a loan of $2.1 million from April until October. Transportation director Fred Klaboe said the state will advance the money against federal I-305 payments.

The city's share of local matching funds for Marion Street Bridge is about $435,000 and the county's share is about $37,000.

Those are 1978 figures that are frozen and the state has agreed to protect the city and county from increases.

Given the current budget figures for the bridge, the state could be picking up about $1.2 million or more.

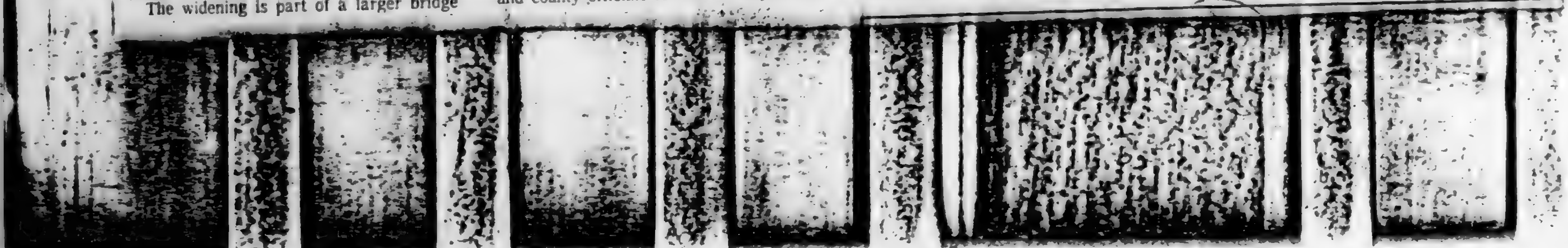
The balance of the bridge money, about $2.9 million, will come from federal funds for the Center Street Bridge and more state cash assistance.

Center Street Bridge is being built with money specifically mentioned in a bridge replacement act passed by Congress.

The act allows construction of a detour facility to route cars over the river while the bridge is razed to make way for new construction.

Since the widened Marion Street Bridge can serve as a detour, Klaboe said, $2.3 million of the federal funds from the Center Street Bridge can be applied to the widening project.

The state is paying $600,000 in matchin funds to attract the $2.3 million in federal do lars.



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 23, 1981

RECEIVED
STATE HWY ENGR
MAR 24 '81
REFER TO
FOR
Info Inves R/O O.R Sign Att File

TO: Mayor Kent Aldrich
Members of Salem City Council

FROM: Gerald W. Wimer
Region Construction Engineer, OSHD

SUBJ: Marion and Center Street Bridges
Willamette River

ISSUE:

Request for variance from SRC 93.090 Construction Noise Hours in order to allow timely bridge construction and shortest term traffic disruption.

BACKGROUND:

City Council held a Public Hearing on the Draft Environmental Statement (EIS) for this project on December 10, 1979.

The Final EIS was fully approved on July 16, 1980, by the Federal Highway Administration.

City Council on March 9, 1981, approved the City-State Construction/Finance Agreement for the Marion Street Bridge.

FACTS & FINDINGS

The Oregon State Highway Division (OSHD) is now finalizing construction plans and special provisions for the Marion Street Bridge Project.

In the finalizing of these special provisions, OSHD has determined that it needs to ask for a variance from the Construction Noise time lines as listed in SRC 93.090.

SPECIFICALLY:

1. SRC 93.090 limits Construction Noise to 7:00 a.m. to 6:00 p.m.
2. In order to allow shortest delays to the least traffic, OSHD is proposing to allow double shift construction and in some cases night time construction (3rd shift). This will require a variance:

A. To allow construction activities between 10:00 p.m. and 6:00 a.m. on Sunday through Thursday nights for the following types of work:

1. Cut the existing deck over the outside beam.
2. Drill holes through existing deck and install concrete median and shoulder barrier.
3. Complete removal of the existing AC pavement on the easterly approach.
4. Remove existing sign structures and install new ones.
5. Other unavoidable night work as authorized by the Engineer.

These items of night work will be at various times throughout the life of the construction contract.

B. To extend contractor working hours to allow work from 6:00 p.m. to 10:00 p.m. (start 1 hour earlier and end 4 hours later than SRC 93.090).

ALTERNATIVES:

1. Do not grant variance A and thereby seriously add to downtown traffic congestion. The not granting of variance B requires another 6 months construction time for each bridge.
2. Grant variance A and thereby affect the minimum amount of traffic the least. Granting variance B allows completion of both structures in the minimum practical time.

SUMMARY OF REQUEST:

That Council grant OSHD a variance to SRC 93.090 allowing the above conditions.

Attch.
Salem Revised Code 93.090
Final Environmental Impact Statement Construction Noise Specification

cc: City Manager Ralph Hanley w/attch.
Acting Public Works Director Lou McNicoll "
Asst. Public Works Director Ron Merry "
Traffic Administrator Doug VanDyke "
Project Engineer Ralph Lambert "
City Attorney William Juza "

bc: H. S. Coulter w/attch.
E. S. Hunter "
Hal Versteeg "
Walt Hart "
Gary Potter "
Jack Sullivan "
Art Gottfried "

93.005. DECLARATION OF PURPOSE. It is hereby found and declared that:

(a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City of Salem is a condition which has existed for some time and the extent in volume of such noises is increasing;

(b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises which are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City of Salem; and

(c) The necessity in the public interest for provisions and prohibitions hereinafter contained in this chapter, is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the City of Salem and its inhabitants. (Ord No. 166-78)

93.010. LOUD AND UNNECESSARY NOISE GENERALLY. It shall be unlawful for any person to create, assist in creating, permit, continue or permit the continuance of any excessive, unnecessary or unusually loud noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others, within the limits of the city. (Ord No. 3403;Ord No. 80-74)

93.015. MOTOR VEHICLE RACE TRACKS. It shall be unlawful for any person to operate or permit to be operated a motor vehicle race track in any residentially zoned district within the city. (Ord No. 80-74)

93.020. USE OF VEHICLES, ENGINES, ETC. It shall be unlawful for any person to use any automobile, motorcycle, streetcar or other vehicle, engine, stationary or moving, instrument, device or thing so out of repair, so loaded or in such a manner as to create loud and unnecessary grating, grinding, rattling or other noise. (Ord No. 4276)

93.030. HORNS AND SIGNALING DEVICES GENERALLY. The sounding of any horn or signaling device on any automobile, motorcycle, streetcar or other vehicle on any street or public place of the city, except as a necessary warning of danger to property or person, is unlawful. (Ord No. 4276)

93.040. GONGS AND SIRENS. The use of any gong or siren upon any vehicle, other than a police, fire or other emergency vehicle, shall be unlawful. (Ord No. 4276)

93.050. STEAM WHISTLES. The blowing of any steam whistle attached to any stationary boiler, except to give notice of the time to begin or to stop work or as a warning of danger, is unlawful. (Ord No. 4276)

93.060. UNMUFFLED MECHANICAL DEVICES GENERALLY. The use of any mechanical device operated by compressed air, steam or otherwise unless the noise created thereby is effectively muffled and reduced, shall be unlawful. (Ord No. 4276)

93.070. UNMUFFLED GASOLINE ENGINES. It shall be unlawful for any person to operate or to cause or permit to be operated any gasoline engine without having the same equipped and using thereon a muffler in good working operation, to prevent excessive or unusual noise and annoying smoke. (Ord No. 4276;Ord No. 118-71)

93.080. MUFFLER CUT-OUTS PROHIBITED. The use of muffler cut-out on any motor vehicle upon a highway is hereby prohibited. (Ord No. 4276)

93.090. BUILDING OPERATIONS. The erection, demolition, alteration or repair of any building or excavation thereof, other than between the hours of 7:00 a.m. and 6:00 p.m. shall be unlawful, except any person repairing, maintaining or constructing a building upon his own premises may continue such activity until 9:00 p.m., if the same does not create any unreasonable or unnecessary noise, or in case of urgent necessity in the interest of public safety. (Ord No. 4276)

93.100. USE OF RADIOS, LOUDSPEAKERS, ETC., GENERALLY. The use or operation of any automatic or electrical piano, phonograph, graphophone, victrola, radio, loudspeaker or any instrument or sound-producing or sound-amplifying device of like character so loud as to disturb persons in the vicinity thereof or in such a manner as renders the same a public nuisance is hereby prohibited; provided, however, that upon application to the council, permits may be granted to responsible organizations to broadcast programs of music, speeches or general entertainment as a part of and in recognition of the community celebration of national, state or city events, public festivals or outstanding events of a noncommercial character, if not audible over fifty feet distant from the speaker; and provided, that traffic on the streets is not obstructed by the reason thereof. (Ord No. 4276)

93.110. USE OF LOUDSPEAKER ON VEHICLES. (a) Where prohibited. It shall be unlawful for any person, from any motor or other vehicle upon the streets or alleys of the city, to broadcast by radio or to broadcast in any other manner by means of a loudspeaker or similar device

Construction Noise. Construction noise is an impact on the adjoining community. The type and use of equipment, detour routes, haul routes and various construction techniques all contribute to this additional noise.

Construction noise is considered a temporary problem. It depends upon the complexity and duration of the project, and it rarely occurs in any one location for an extensive length of time. It is impractical to make an estimate of composite construction noise levels in light of all the variables of time, technique and equipment.

One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:

From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

Finally, should a specific construction noise impact complaint occur during the contract period it will be investigated. Where practicable, abatement will be used.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442 5864

16591
Serial 84
11 March 1981

State of Oregon Department of Transportation
Highway Division
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Proposed replacement of Center Street Bridge
and modification of Marion Street Bridge,
Willamette River at Salem, Oregon

Gentlemen:

Enclosed is bridge permit amendment (19-81) dated 3 March 1981, approving location and plans for the above-referenced bridge replacement project.

It is requested that you notify this office at the time of start of construction and at monthly intervals thereafter until completion of the project. It is suggested that the report include a copy of the permit drawings with color pencil marking of the work to be performed. A final report is required upon completion of the project. The report should state that the work was accomplished in accordance with the approved plans. Please note that special condition number one specifies that there shall be no deviation from these plans without the prior approval of the Commandant, U.S. Coast Guard.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: Bridge permit amendment (19-81)

AS 3-16-81

FOR

Info	Inve	R/D	D/R	Sign	Act	File

SPEED LIMIT 55
It's a law we can live with.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, DC 20593
PHONE:

MAR 3 1981

AMENDMENT TO BRIDGE PERMIT
(19-81)

WHEREAS by permits issued 6 February 1950 and 14 May 1951 the Secretary of the Army approved the location and plans of the Marion Street Bridge, mile 84.4, and the Center Street Bridge, mile 84.5, respectively, across the Willamette River at Salem, Oregon, under authority of the General Bridge Act of 1946, and that the bridges were constructed as part of a bridge project;

AND WHEREAS condition 4 of those permits provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Secretary of the Army;

AND WHEREAS the functions, powers and duties of the Secretary of the Army under said act were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS the --STATE OF OREGON--has submitted for approval plans indicating modification to the bridge project;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 3(of 5) dated October 1980 and sheets 4 and 5 revised 14 October 1980 hereby approved supersede the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structures unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge project. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may effect navigation shall be given to the District Commander during modification of the bridge project. The channel or channels through the structures shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge project to the satisfaction of the District Commander, when in his judgment the modification work has reached a point where such action should be taken, but in no case later than ninety days after the bridge project has been opened to traffic.

SPEED LIMIT
55
It's a law we can live with.

MAR 3 1981

AMENDMENT TO BRIDGE PERMIT: Bridges across the Willamette River at Salem, Oregon (19-81)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Army Corps of Engineers, Portland District or any other federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge project.

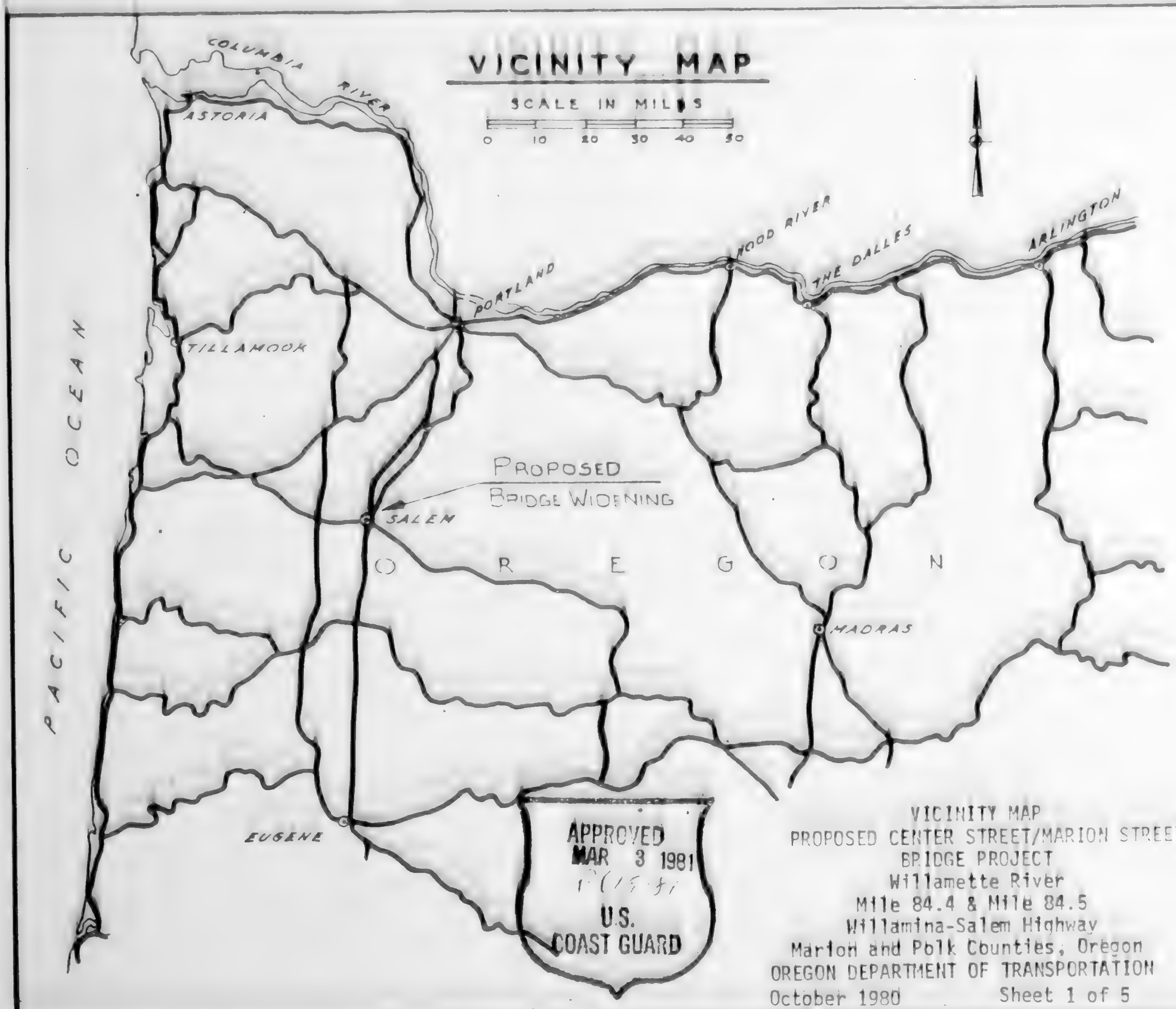
4. All parts of the existing to be modified Marion Street Bridge, mile 84.4, and the existing to be replaced Center Street Bridge, mile 84.5, across the Willamette River, not utilized in the new bridge project shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new modified bridge project will be allowed for such removals and clearances.

5. When the proposed bridge project is no longer used for transportation purposes, it shall be removed in its entirety and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge project upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless modification of the bridge project is commenced within 3 years and completed within 5 years after the date of this permit.

A. T. MESCHTER
Acting Chief, Bridge Administration Division
By direction of the Commandant

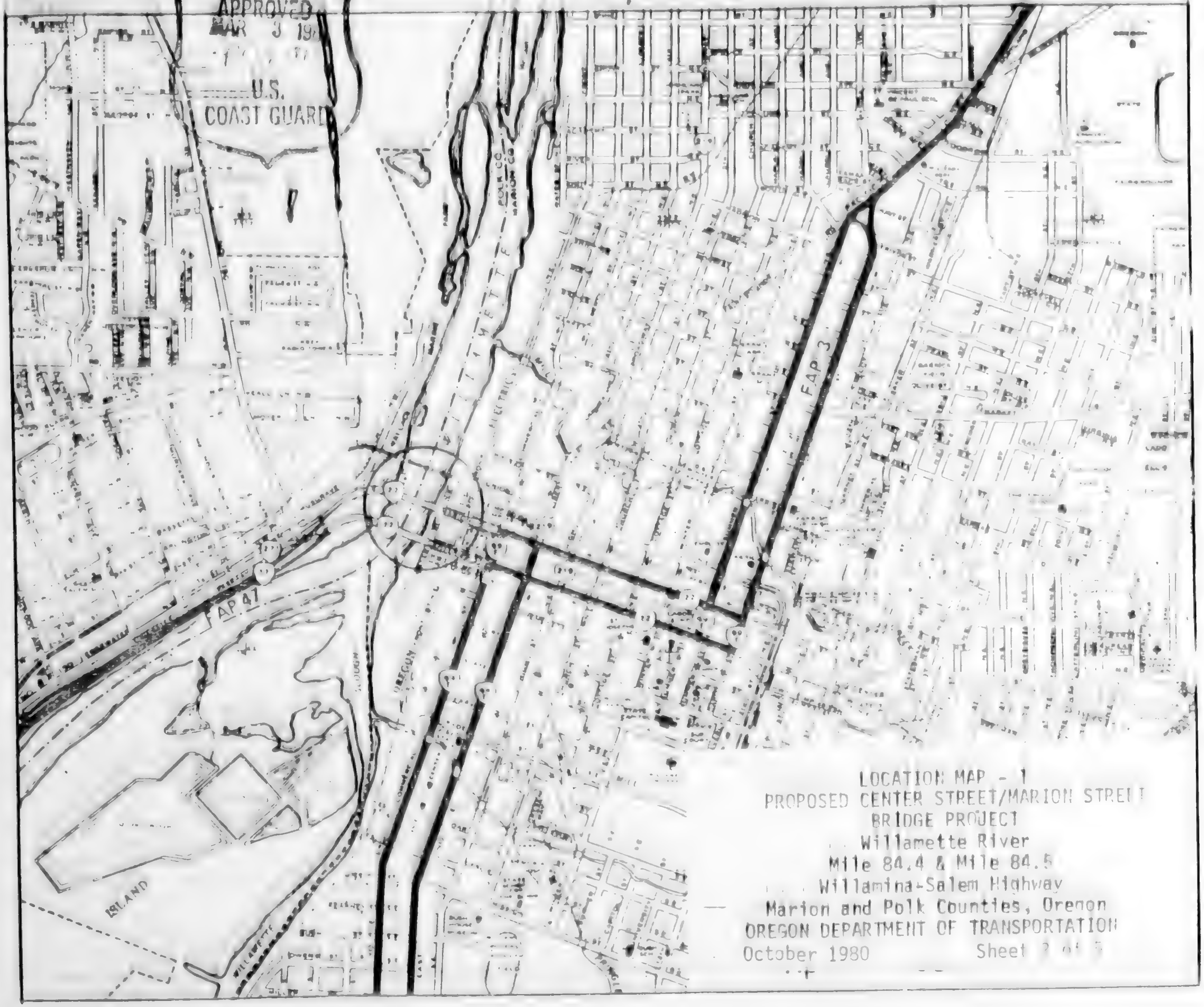
VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PACIFIC OCEAN
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PROPOSED
BRIDGE WIDENING
SALEM
OREGON
MADRAS
EUGENE

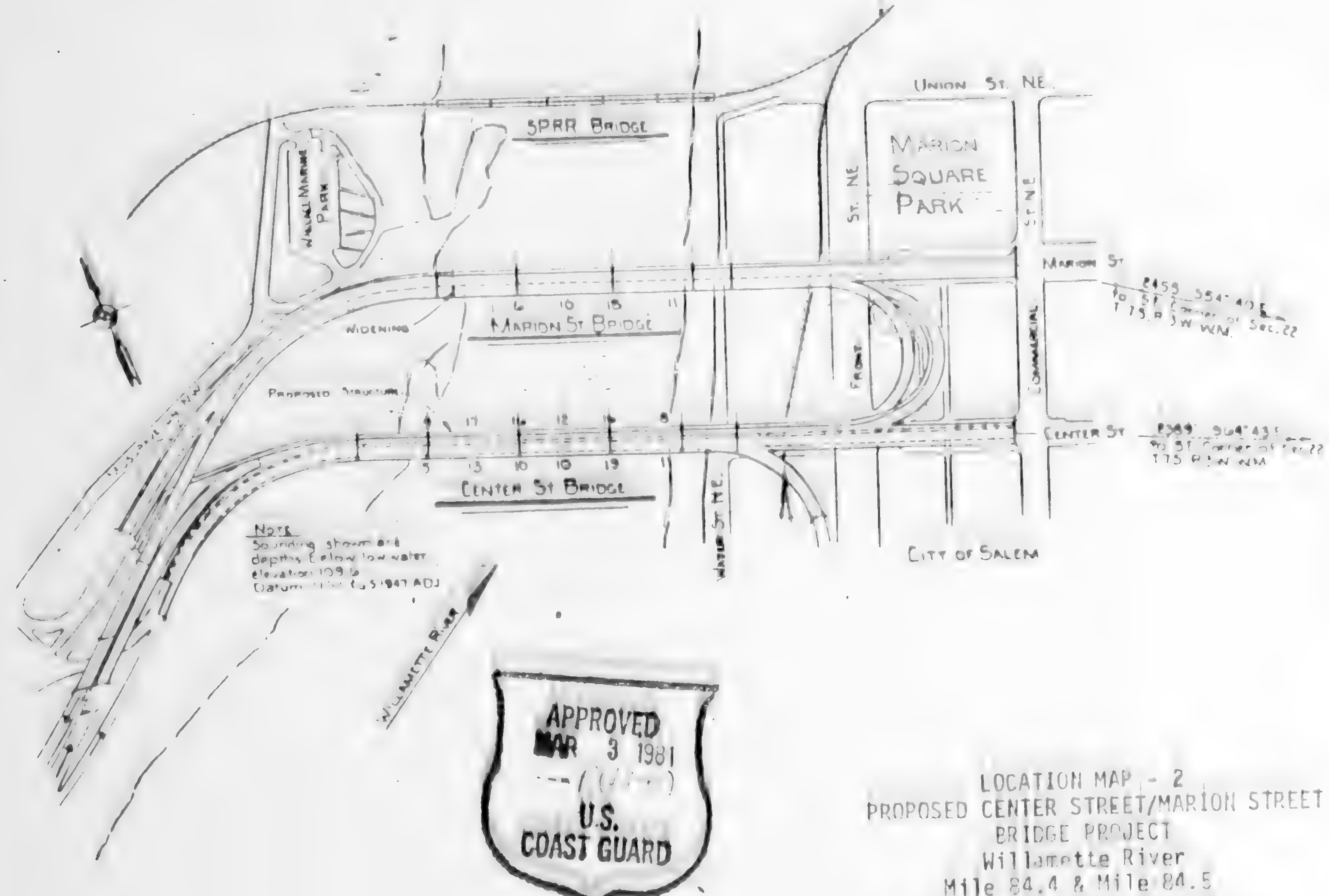
APPROVED
MAR 3 1981
U.S.
COAST GUARD

VICINITY MAP
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 1 of 5

APPROVED
MAR 3 19
U.S.
COAST GUARD

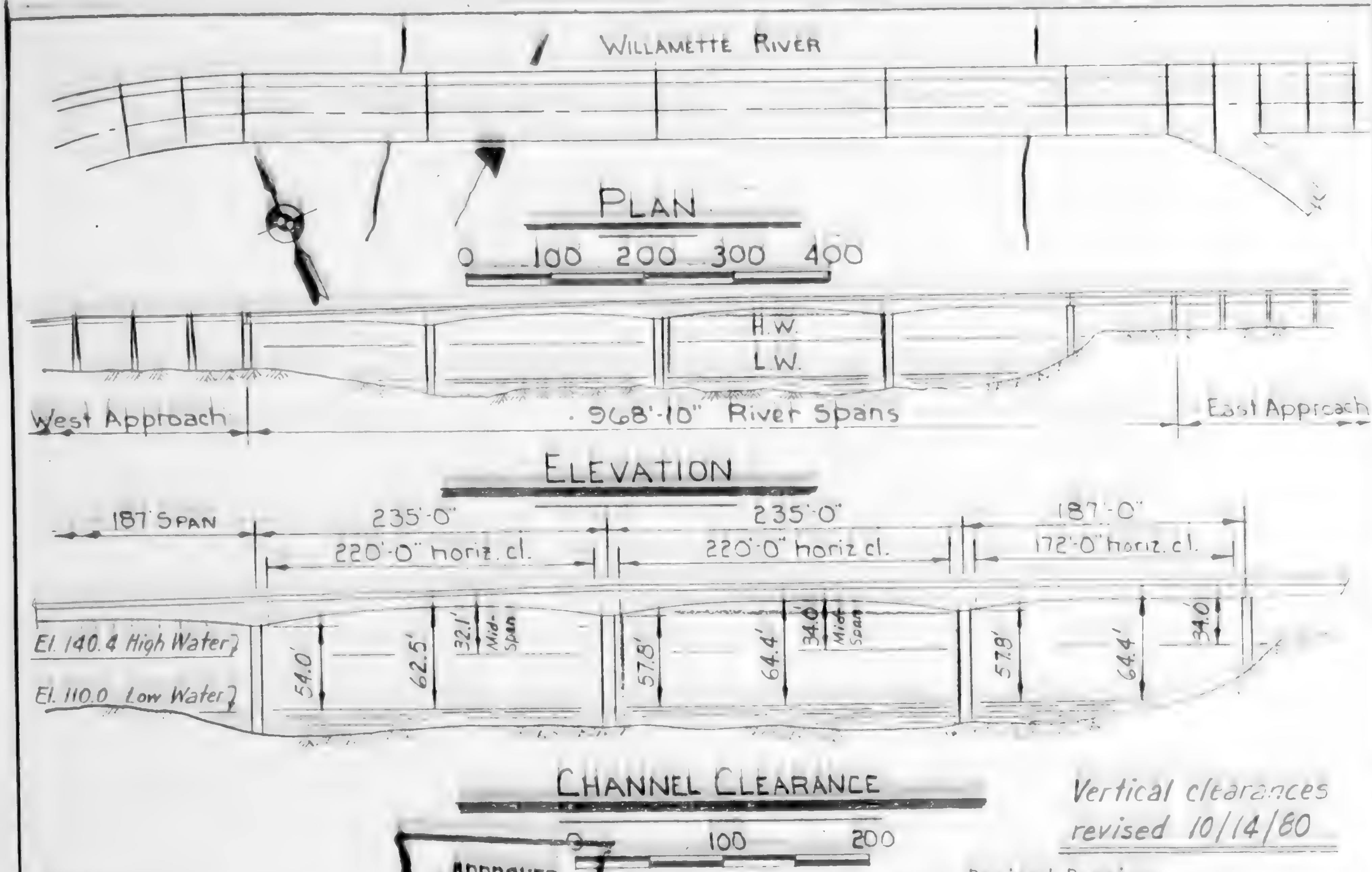

FAP 47
FAP 3
WILLAMETTE
ISLAND
SLOUGH
OREGON
ELECTRIC
POLK CO.
MARION CO.

LOCATION MAP - 1
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 2 of 5


UNION ST. NE
SPRR BRIDGE
MARION SQUARE PARK
WALLACE MARINE PARK
ST. NE
MARION ST
2459 S54°40'E
To SE Corner of Sec.22
T7S R3W WM.
WIDENING
MARION ST BRIDGE
1
6
10
15
11
FRONT
COMMERCIAL
PROPOSED STRUCTURE
17
16
12
16
8
5
13
10
10
19
CENTER ST BRIDGE
CENTER ST
2389' S64°43'E
To SE Corner of Sec.22
T7S R3W WM
WATER ST NE
CITY OF SALEM
NOTE
Sounding shown are depths below low water elevation 109.6
Datum USC&GS 1947 ADJ
WILLAMETTE RIVER

APPROVED
MAR 3 1981
U.S.
COAST GUARD

LOCATION MAP - 2
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 3 of 5


WILLAMETTE RIVER
PLAN
0 100 200 300 400
H.W.
L.W.
West Approach
968'-10" River Spans
East Approach
ELEVATION
187' SPAN
235'-0"
235'-0"
187'-0"
220'-0" horiz. cl.
220'-0" horiz. cl.
172'-0" horiz. cl.
El. 140.4 High Water
El. 110.0 Low Water
54.0'
62.5'
32.1' Mid-Span
57.8'
64.4'
34.0' Mid-Span
57.8'
64.4'
34.0'
CHANNEL CLEARANCE
0 100 200

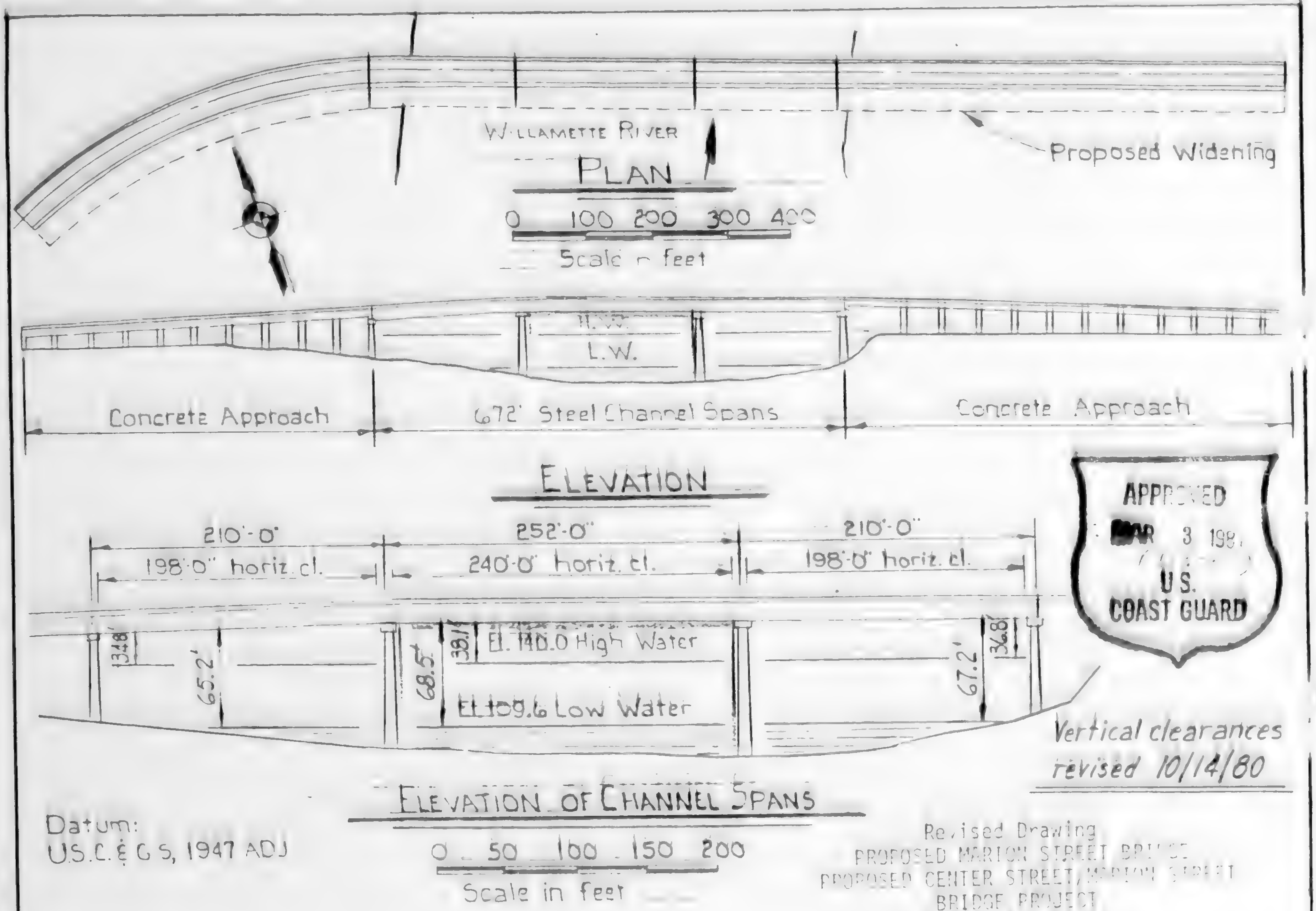
Vertical clearances revised 10/14/80

Datum:
U.S.C.&G.S. 1947 ADJ

APPROVED
MAR 3 1981
U.S.
COAST GUARD

Note:
High water elev. 142.8 - 1% frequency.
Vertical clearances are to low water Elev. 110.0 and to high water elev. 140.4 - 2% frequency.

Revised Drawing
PROPOSED CENTER STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 4 of 5


WILLAMETTE RIVER
PLAN
0 100 200 300 400
Scale in feet
Proposed Widening
H.W.
L.W.
Concrete Approach
672' Steel Channel Spans
Concrete Approach
ELEVATION
210'-0"
198'-0" horiz. cl.
252'-0"
240'-0" horiz. cl.
210'-0"
198'-0" horiz. cl.
34.8
65.2'
68.5'
38.1
El. 140.0 High Water
El. 109.6 Low Water
67.2'
36.8
ELEVATION OF CHANNEL SPANS
0 50 100 150 200
Scale in feet
Datum:
U.S.C. & G.S, 1947 ADJ
APPROVED
MAR 3 198
U.S.
COAST GUARD
Vertical clearances
revised 10/14/80

NOTE:
High Water elev. 142.4 = 1% frequency
Vertical clearances are to low water elev. 109.6
and to high water elev. 140.0 = 2% frequency.

Revised Drawing
PROPOSED MARION STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
October 1980 Sheet 5 of 5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: Gary Potter, Manager
Environmental Section

DATE: March 6, 1981

FROM: ADOlson
A. D. Olson
Preliminary Design Engineer

SUBJECT: Marion Street Bridge
Willamina-Salem Highway
Marion and Polk Counties

In the Environmental Impact Statement on the Center and Marion Street Bridges, the section on construction noise stated:

> "...One method of construction noise abatement would be the imposition of construction time constraints, especially for activities done near sensitive receptors and/or for normally quiet times of the day or week. Such constraints will become a part of project contract specifications as follows:
>
> "From 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays..."

In the development of the final plans for the Marion Street Bridge widening, we find that it will be necessary to temporarily close traffic lanes as we stage the construction. One portion of this work will probably need to be done with the heat of the sun on the work. We are advised that a review of the hourly traffic counts indicate closure of a lane should be avoided between 6:30 a.m. and 10:00 p.m. on weekdays.

We propose to provide in the specifications that certain work can be done on a Sunday morning and that certain other work will need to be done between 10 00 p.m. and 6:00 a.m. on weekdays. The work to be done during these times will be kept to a minimum.

We believe this conforms with the intent of the Environmental Impact Statement. Your concurrence or comments are requested.

ADO:ja

cc E. S. Hunter ✓

RECEIVED
TECHNICAL SERVICES
MAR 6 '81
REFER TO
FOR
Info | [illegible] | [illegible] | D R | Sign | Act | [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
123K, 7253B

March 4, 1981

E. J. Valach, Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Willamette River (Center & Marion Street, Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123K and 7253B

In our deck condition report of January 28, 1981, we commented that we would be taking half-cell readings in several areas of the Marion Street and Center Street Bridges (Bridges 7253B and 123K) to check for active corrosion. We now have the readings summarized (taken February 19 and 20, 1981).

As the attached updated "Deck Condition Details" drawing indicates, there is no active corrosion in the tested areas. The exposed reinforcing steel in the deck at a few locations does not show the presence of corrosion.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter ✓
D. H. Moehring
C. O. Fredrickson
G. L. Potter

RECEIVED
TECHNICAL SERVICES

MAR 5 '81

REFER TO

FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

Form 734-3122

CON 14 L
[illegible]

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

February 27, 1981

Mr. John Ratzlaff
West Salem Business
& Professional Association
Post Office Box 5021
Salem, Oregon 97304

The widening of the Marion Street Bridge and the replacement of the Center Street Bridge are both on schedule as far as the State is concerned.

The City and County, who control the use of the I-305 transfer funds, must agree that this project is their first priority and put all the money available this year on the bridge in order for it to proceed as proposed by the State.

Sincerely,

Victor Atiyeh
Governor

VA:kn

bc Fred Klaboe

RECEIVED
DOT DIRECTOR
MAR 5 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

for the Governor's signature
by
Thank you.

ORIGINAL LETTER

FEB 25 1981

WEST SALEM
Business & Professional Association
P.O. Box 5021 Salem, Oregon 97304

February 20, 1981

Governor Vic Atiyeh
State Capitol Building
Salem, Or. 97301

Dear Governor Atiyeh:

We are an Association consisting of 81 members, all business and professional people located in West Salem. The current bridge situation is a primary concern of our Association, and we are closely following the progress of the widening of Marion St. bridge and replacement of Center St. bridge.

West Salem presently has a population of approximately 14,000 people. In view of projections made in the West Salem Sector Plan, the future growth of this area has been documented and the population is projected at 53,000 in the near future. Therefore, we feel the bridge issue should be given high priority.

We have been advised that the I-305 transfer funds, which are designated to be used to widen Marion St. bridge, may be diverted to other projects. We want you to know that we strongly oppose any diversion of these funds. We had been led to believe by several government officials that the bridges were to be given priority commencing with bids being accepted in April, 1981 for the widening of Marion St. bridge following with the replacing of Center St. bridge. We strongly urge that this schedule be adhered to.

Please advise us of the current status of these projects.

Cordially,

John Ratzlaff

John Ratzlaff

RECEIVED
DOT DIRECTOR
FEB 23 '81
REFER TO
FOR

WEST SALEM
Business & Professional Association
P.O. Box 5027
Salem, Oregon 97304

February 20, 1981

Mr. L. B. Day
State Capitol Building
Salem, Or. 97301

Dear Mr. Day:

We are an Association consisting of 81 members, all business and professional people located in West Salem. The current bridge situation is a primary concern of our Association, and we are closely following the progress of the widening of Marion St. bridge and replacement of Center St. bridge.

West Salem presently has a population of approximately 14,000 people. In view of projections made in the West Salem Sector Plan, the future growth of this area has been documented and the population is projected at 53,000 in the near future. Therefore, we feel the bridge issue should be given high priority.

We have been advised that the I-205 transfer funds, which are designated to be used to widen Marion St. bridge, may be diverted to other projects. We want you to know that we strongly oppose any diversion of these funds. We had been led to believe by several government officials that the bridges were to be given priority commencing with bids being accepted in April, 1981 for the widening of Marion St. bridge following with the replacing of Center St. bridge. We strongly urge that this schedule be adhered to.

Please advise us of the current status of these projects.

Cordially,

John Ra[illegible]

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE, SALEM, OREGON 97301

Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudyboush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

February 26, 1981

NOTED
H. S. COULTER

John Ratzlaff
West Salem Business and Professional Association
P. O. Box 5021
Salem, OR 97304

Dear Mr. Ratzlaff:

Thank you for your letter of February 20, 1981, inquiring into the status of the Willamette River Bridge projects. Federal interstate transfer funds became available to the Salem area as a result of cancellation of the approved project to construct the I-305 freeway connection from the vicinity of the I-5:Chemawa Road crossing to the north central Salem area. Marion County agreed to cancellation of I-305 construction only after a formal commitment by both the City of Salem and the Mid-Willamette Valley Council of Governments, and an informal agreement by State Highway Division, that a lower cost parkway replacing I-305 would be constructed as the highest priority of the replacement projects. The Salem Parkway is the most urgently needed Salem metropolitan area traffic improvement project. There is also an overriding obligation to provide a substitute facility for I-305 before funds originally committed to I-305 are expended on other projects.

It is understood that federal bridge funds have been made available for replacement of the Center Street Bridge and for some alteration of the Marion Street Bridge, and that Federal Aid Primary funds available to the State of Oregon for maintenance and improvement of highways such as Oregon Sign Route 22, will be least affected by promised Reagan economies. The State Highway Division is probably your best source of current information on status of projects on State Primary highways.

Marion County will cooperate with the City of Salem and State of Oregon in improvement of the Willamette River bridges to the extent that it does not delay completion of the Salem Parkway.

Sincerely,

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Commissioner

RECEIVED
DOT DIRECTOR
MAR 4 '81
REFER TO
FOR

cc: George Grove, Dir., Public Works
✓Fred Klaboe, Dir., Transportation Dept.
Alan Hershey, Dir., COG
Kent Aldrich, Mayor, City of Salem

cy to council 3-4

cc Hunter
Manning
Fredrickson R

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
123K,7253B

February 5, 1981

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 5 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

E. J. Valach
Acting Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Willamette River (Center & Marion Street, Salem) Bridges
Willamina-Salem Highway
Marion & Polk Counties
Bridges 123K, 7253B

In response to your letters of January 12 and 15, 1981, we have the following comments:

1. The steel alternate for the Center Street Bridge river span is shown on the accompanying Drawing 35776. The cross-section shows girders spaced at 14'-7" centers. This is a reduction in the number of girders used in our original estimate.

The attached estimates show the steel alternate at $13,000,000 and the proposed concrete box girder at $11,800,000 for these spans. The steel industry has been contacted, and they do not advise alternate designs in a case where the estimates show there would be little chance of steel being competitive. The Marion Street river spans will be widened with steel, but the bridges will be built under separate contracts. We do not plan on having alternate designs.

2. The Center Street Bridge river spans will be designed and detailed as a poured-in-place structure completely supported on falsework until the post-tensioning is complete. The contractor will be allowed the option of building it span by span or with cast-in-place balanced cantilever construction with any additional material required to be at his expense. Precast segmental construction will not be allowed because of the difficulty in obtaining good quality control, and also this type of construction does not guarantee properly sealed joints.

No change in exterior dimensions and number of cells will be allowed because of architectural and navigational reasons. A two-cell box girder requires eight percent more concrete and would require a deeper structure which reduces the navigational clearance.

3. An addendum to the hydraulic report is being prepared and will be forwarded when available.

The orientation of the Center Street Bridge piers was discussed in our December 22, 1980, meeting and in Mr. Kasza' January 8, 1981, letter. He concurred with our proposal of no skew and riprap at Piers 3, 4 and 5. The bottom of seal at Piers 4 and 5 will be lowered to elevation 70.

4. Crash cushions will be installed in the gore areas at the west end of the Marion Street Bridge and the east end of the Center Street Bridge.

5. Membrane waterproofing with an asphaltic concrete overlay is planned for both bridges with the exception of the Center Street Bridge river spans. A deck condition report with attached drawings accompanies this letter. The spans that have the membrane will have the top layer of steel, which is the transverse deck bars, epoxy coated. On the spans that do not have a membrane, both the top transverse and longitudinal bars will be epoxy coated. In addition, all bars extending from the deck into the rail will be epoxy coated.

6. On the Center Street river spans, the transverse post-tensioning will have grouted strands or bars within epoxy-coated steel ducts.

7. The proposed construction sequence for the Marion Street Bridge superstructure is as follows:

A. Erect the new steel girders
B. Pour the new deck, except for a narrow closure section
C. Connect cross frames between adjacent new and existing girders
D. Make deck closure pour
E. Place waterproofing membrane, A.C. overlay and rail

With this construction sequence, the entire superstructure will be interconnected for live loads. Differential deflections between girders will be minimal.

8. A foundation report is being prepared and will be forwarded as soon as possible. The comments in Ron Chassie's January 2, 1981, memorandum are answered as follows:

Additional Foundation Exploration

Fourteen additional test holes have been or will be drilled at this project site, with at least one hole near each of the proposed new Center Street Bridge pier locations. The remaining holes are spaced along both the Marion Street and Center Street westerly bridge ramps.

Pile Load Tests

Information obtained from the additional foundation exploration indicates that considerably higher pile loads can be obtained in the materials underlying the river pier locations of both bridges than originally anticipated. The pier design of both bridges are being reviewed for possible economic use of higher pile loads.

A pile load test program is anticipated during the construction of the Marion Street Bridge piers (widening) to determine the pile length requirements for piling at the final design loads. Information obtained from this test may be applicable to construction of both the Marion Street and Center Street piers in river locations.

Due to the time elements involved, it is not considered feasible to conduct the pile load test prior to construction.

All test holes in the area of the westerly approach ramps indicate the presence of a very dense underlaying sands and silts. Some variation in final driven pile lengths is expected due to variations in the upper surface and density of the cobbles. For this reason, a pile load test in this area to determine final pile lengths is not considered appropriate.

Higher Capacity Piles For River Piers

As previously discussed, the use of higher capacity piles in river pier locations based on more recent foundation exploration is being considered.

Group Pile Load Reduction Factor

Although a group reduction factor was recommended by the preliminary foundation report, more precise information obtained in recent exploration indicates that a group load reduction factor will not be required in any location.

Reinforced Earth Walls

Due to the limited number, height and length of proposed walls in the easterly approach ramps, proximity to existing walls which must remain and possible future addition to walls, the use of reinforced earth walls in this location does not appear to be a viable alternate to standard retaining walls.

In view of the above supplementary data, we request approval of our preliminary submittal, contingent on your acceptance of the forthcoming hydraulic and foundation report addendums.

Walter J. Hart
Bridge Engineer

Enclosures

cc: E. S. Hunter ✓
D. H. Moehring
C. O. Fredrickson
G. L. Potter

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone:

RECEIVED
MAY 15 1980
MARION COUNTY
BOARD OF COMMISSIONERS

CU 7-1-80

Date: May 14, 1980

WATERWAY PROJECT
PERMIT REVIEW

Corps Public Notice No. ____________ Div. of State Lands No. R/F 3261

Applicant: Oregon State Highway Division HWY JOB # 280 (Willamette River)

Please return your comments to the Division of State Lands by: June 4, 1980

Application involves: ( ) Coastal Zone (✓) Fill (✓) Riprap ( ) Easement

(✓) Removal (✓) Structure ( ) Lease

We have reviewed the above Corps Notice/Permit Application and offer the following comments:

( ) A ____________ permit is required by this agency.

( ) We do not believe the project would have an adverse effect.

( ) We believe the effects of this project, although measurable, would be acceptabl

( ) We believe the project would be acceptable if methods of construction were altered as listed below.

( ) We would attend a conference with the applicant to seek project alternatives.

( ) The project is unacceptable as proposed (explained).

( ) We have no comment.

Comments:

The application as stated, does seem to be contradictory in that it states that excavation totaling 25,000 cubic yards, is to be replaced with all of the 25,000 cubic yards excavated, plus a considerable volume of bridge support structure plus some 18,000 cubic yards of riprap. The plans and cross sections through the bridge footing areas show a satisfactory finished condition, but unless an unheard of and incredible shrinkage factor is expected, it appears that some of the 25,000 yards excavated is going to have to be wasted somewhere.

1-30-81
Excess material has to be disposed of by the contractor subject to approval of our Engineer.

RECEIVED
JUN 10 1980
DIVISION OF STATE LANDS

Agency County Commissioners - Marion By Randall Franke Date 6-10-80

20

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmeyer
Road Design

DATE: January 27, 1981

FROM: J. W. Dixon
Region II R/W Supervisor

SUBJECT: Files 51249, 41251,
51252
Improved Properties -
Willamette River Bridges

The following is a brief description of improvements that will be acquired for the project. Because of time limitations, removal of these structures should be included in the contract.

JWD:lj

cc: Rod Henry
Milner Mead

Attachment

REFERRED TO
Beard / Stoudenmeyer
Cole
Eriksen Watson
Hager Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Don

Contains
Recycled
Materials
81-125-1387

File 51249-Grenley One Structure

87' x 102' poured concrete warehouse structure with concrete foundations and floors; exterior wall height is 20'; wood frame built-up roof.

File 51251-Taylor Two Structures

1. 82.5' x 165' poured concrete structure with 16' exterior walls with brick veneer and aluminum store front; wood frame built-up roof; 2,600 s.f. of built-in, wood-frame and drywalled showroom and offices with 816 s.f. of overhead office. 1,600 s.f. of basement.

2. 82.5' x 165' poured concrete structure with 20' exterior walls; built-up wood frame roof; concrete floors with 1,850 of inside office area.

File 51252-Fauck Three Main Structures

1. 22' x 90' concrete block and wood frame and stucco construction; (utilizes 90' of concrete wall of structure #2 in 51251). Approximately 16' exterior walls.

2. 20' x 38' combination frame and masonry structure with built-up roof; approximately 16' exterior walls.

3. 60' x 65' poured concrete and clay tile/stucco structure with 16' exterior walls - built-up roof.

Misc. Improvements on 51252
(1) 10' x 34' metal shed
(1) 10' x 19' metal shed
(1) Pump island with fuel storage tanks of undetermined size.

No major improvement acquired on the following files:

51526
51627
51228
51259

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7) & BRF-47(9)
Willamette River (Center/Marion Street Bridges, Salem) Bridges 123K & 7253B

Date: January 15, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached are additional comments from our Regional Office on the preliminary plan submitted by Mr. Hart's letter of October 21, 1980. We have discussed some of these comments with your staff, and they were discussed briefly in our letter to you of January 12. In the enclosed submittal the comments are specific and, in particular, the comments from our Soils Engineer, Mr. Chassie, have not been discussed. We feel Mr. Chassie has some excellent suggestions.

We recommend a careful review of the enclosed memoranda (letter dated January 2 to Mr. Kasza from Mr. Chassie, and a letter dated January 8 to Mr. Green from Mr. Kasza).

√ Please let us have your comments on these two bridge projects.

G. L. Green

Attachments (2)

cc: w/attach
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
1
REFER TO

RECEIVED
STATE HWY ENGR
1
REFER TO
FOR

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7), BRF-47(9)
Marion/Center Street Bridges in
Salem, Preliminary Bridge Plans

Date: January 8, 1981

Reply to Attn. of: HST-010

From: Director, Office of Structures
Region 10

To: Mr. Glen Green
Division Administrator
Salem, Oregon

The subject plans, submitted with your memorandum dated November 10, 1980 have been reviewed. The proposal is considered satisfactory for further project development, subject to consideration of the following comments.

1. Attached is Ron Chassie's January 2, 1981 memorandum regarding foundations and retaining walls. We concur with Mr. Chassie's conclusions and endorse his recommendations.

   Please note that Mr. Chassie has requested a copy of the final foundation report and also offered his assistance with a pile load test program.

2. We recommend that provisions for crash cushions are made in the gore areas at the west end of the Marion Street Bridge and east end of the Center Street Bridge.

3. Epoxy coated reinforcement is recommended in the top 4 inches of the top slabs of the Center Street Bridge and the new portion of the Marion Street Bridge.

4. We also recommend corrosion protection of the transverse prestressing steel in the top slab of Center Street Bridge. We feel this is justified since the steel is susceptible to stress corrosion, the steel performs a critical structural function, and replacement of corroded tendons would be costly and distruptive to traffic. The following alternate methods of corrosion protection are suggested.

   a. grouted strand in epoxy coated steel duct
   or b. grouted strand in polyethylene duct
   or c. grouted epoxy coated bar in galvanized duct.

5. The seals at Piers 4 and 5 of the Center Street Bridge should be lowered to Elev. 70. This is consistent with the State's proposal at our meeting of December 22. A report of that meeting follows.

On December 22, 1980, Messers. Schell and Kasza met with Mr. Walter Hart and members of his staff to discuss comments received from the Washington Office Bridge Division and the Regional Hydraulics Engineer. Following is a brief report of the meeting that will serve to document items of discussion and agreement.

Pier Scour and Skew for Center Street Bridge

The initial hydraulic study suggested a skew of approximately 15° to align the piers with the streamflow. This suggestion was changed by a one line addendum which withdrew the suggestion and in turn noted that flood photos indicate that a skew angle of 7° would align the piers with the flow. The preliminary bridge plans show no skew and riprap blankets at the piers.

Hydraulic Engineers in our Washington and Regional Offices did not agree with the no skew and riprap concept in lieu of proper pier orientation and footing depth. In addition, there has been a scour problem at Pier 5 of the existing bridge.

At the meeting, the State presented the following additional information to support their no skew and riprap proposal.

1. There were no scour problems on the existing bridge as a result of the major 1964 flood.

2. The scour problem at Pier 5 of the existing bridge occurred in 1973 and was due to a log jam forming at the pier which increased the scour potential. The estimated depth of the scour hole was about 8 feet below streambed. Diver reports indicated that the bottom of the scour hole was original ground. This would mean that the maximum observed scour depth was at approximately Elev. 72.

3. The State proposed Elev. 70 for the bottom of seals at Piers 3,4, and 5 of the new Center Street Bridge. This would result in a minimum of 22 feet below streambed.

4. Scour depth computations, using present design pier dimensions, show the following:

   Water at Elev. 140
   - ds = 17' for 0° angle of attack
   - ds = 24' for 7° angle of attack
   - ds = 29' for 15° angle of attack

   Water at Elev. 130
   - ds = 16' for 0° angle of attack
   - ds = 22' for 7° angle of attack
   - ds = 26' for 15° angle of attack

Based on the above data and discussions with the Regional Hydraulics Engineer, we concur with the State's proposal for no skew, riprap, and Elev. 70 for the bottom of seals at Piers 3,4, and 5.

Alternate Steel Design for Center Street Bridge

In the interest of promoting competition and economy, FHWA suggested an alternate design in structural steel. The State had previously studied this and consequently rejected it as being about $1 million more costly than the concrete bridge.

The State's previous study, was discussed and we offered suggestions to increase the economy. We felt that additional economy could be achieved by using a prestressed slab to reduce the number of girders. This concept generated discussion regarding flexural stresses that would be introduced into the girder webs by the slab post-tensioning.

The State was receptive to our suggestions and agreed to reevaluate this alternate.

Alternate Construction Methods

FHWA suggested that segmental construction be permitted for the post-tensioned concrete river spans of the Center Street Bridge.

The State intends to allow this by a provision in the contract.

Two cell vs. Three cell Box Girder

In the interest of economy and ease of construction, FHWA suggested that cross-section be reviewed to reduce it from a three cell box to a two cell box by increasing the slab cantilevers.

The State has considered this and estimate that the two cell will require about 8% more concrete than the three cell. This is due to additional depth required to accommodate the tendon anchorages and satisfy the State's criteria of excluding tendons from the flanges.

Marion Street Bridge Widening

FHWA recommended that the widened Marion Street Bridge be designed such that consideration is given to the relative stiffnesses of the old and new spans to eliminate possible detrimental differential vertical deflection between the two structures since the deck slabs are interconnected. The State agrees and will develop suitable details and procedures to minimize any detrimental effects.

Superstructure Haunch on Center Street Bridge

FHWA questioned the necessity of a haunched structure for the length of spans involved.

The State advised that the primary reasons for selecting the haunched structure were to improve the appearance and provide maximum possible navigation clearance.

We concur with the State's selection.

GM Kasza

Gary M. Kasza

Attachment

cc: Frank Sears HNG-32
Gene Fiala, Regional Hydraulics Engineer

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Foundations for Center St. Bridge/
Marion St. Bridge, Salem, Oregon

Date: January 2, 1981

From: Regional Geotechnical Engineer
Region 10

Reply to
Attn. of: HED.010.4

To: Mr. Gary Kasza
Director, Office of Structures
Region 10

In answer to your request, I have reviewed the Preliminary Foundation Report and preliminary bridge plans for the proposed structures. I offer the following conclusions and recommendations.

Need for Additional Foundation Exploration

On page III-5 of the Preliminary Foundation Report (dated June 6, 1980), the following is stated "It is expected that several new test holes will be drilled in both the river channel and westerly bridge approach areas to more accurately determine the composition, size, and densities of the foundation materials."

This additional exploration must be done. The existing soils data in these areas is insufficient for final design.

Opportunity for Cost Savings

In my opinion, there is opportunity for significant cost savings to be achieved on this project through the following:

1. Conduct Pile Load Tests

Due to the extensive amount of piling proposed for this project (roughly 50 pile bents and 9 river piers for the combination two structures), significant economy can be achieved by pile load testing.

Twelve inch square prestressed concrete piles loaded to 50 tons are proposed for the west approach bents. Estimated pile length is about 25 feet. Existing soils data indicate loose silts and loose gravels overlying a dense gravel. I concur with the selection of a concrete "displacement" pile as the most suitable pile type for the soil conditions. Non-displacement H-piles would drive much longer and should not be used on the west approaches.

I recommend that consideration be given to conducting a pile load test at one representative location for the west approach bents and one location for the river piers. For the concrete piles, load testing will establish the required length, so that the production piles can then be driven to a specified length, eliminating expensive splicing and cutoff. In addition, the allowable structural load for a 12-inch square prestressed concrete pile is 105 tons (5,000 psi concrete). If a dense gravel layer underlies the west approach as the preliminary data indicates, I am confident load testing will show that 12-inch concrete piles can be loaded to more than the proposed 50 tons, thus taking advantage of more of the allowable structural capacity of the pile. This would allow use of less piles and probably smaller footings.

2. Consider Use of Larger Higher Capacity Piles for the River Piers.

The use of 50 ton capacity 10 X 42 steel H-piles is proposed for the river piers. These will be friction piles driven into a very stiff clay. I concur with the selection of steel H-piles due to the depth of water to be driven through (up to 49 feet) and the fact that the steel piles can be easily cut off and the cutoffs reused.

The river spans will be up to 250 feet long, thus the pier loads will be appreciable, particularly for the new multi-lane replacement Center St. bridge. Use of small 50 ton capacity 10 X 42 H-piles will require a large number of piles, large footings, and large size cofferdams.

The 1950 boring data for the existing Marion St. structure shows a very stiff clay foundation. The SPT blow counts indicate high clay strength. If the more detailed soil exploration confirms adequate soil capacity may be available, then I recommend consideration be given to the use of higher capacity (100 ton +) steel H-piles for the river piers, such as size 14 X 73. The actual pile capacity should be confirmed by a pile load test, as recommended previously. Use of higher capacity piles can achieve economy through use of less piles and smaller required footings and cofferdams.

I recommend that the State attempt to obtain undisturbed shelby tube samples of the stiff clay in at least one river boring. If the shelby tube samples can be obtained, unconfined or triaxial strength tests and consolidation tests should be run on 3 or 4 representative clay samples. The clay strength can then be used to estimate the pile length to be load tested and the consolidation test data used to estimate long term settlement of the pile groups.

3. Don't Use Group Reduction Factors

The foundation report contains the recommendation that group reduction factors be used for the friction pile groups in the stiff clays for the river piers. A recent FHWA sponsored group load test in stiff clay in Houston indicated no group reduction, i.e. a group efficiency of 100 percent. FHWA is now promoting that no group reduction factor be used for pile groups in stiff clay if the pile spacing is 3 pile diameters or greater.

4. Consider Reinforced Earth Alternate

The plans show retaining walls will be required on the east bridge approaches and ramp approaches. I recommend that reinforced earth retaining walls and bridge abutments be bid as alternates against the proposed conventional retaining walls.

5. Do Pre-construction Load Test

If the decision is made, as I hope it will be, that a load test program will be undertaken, then I recommend that it be conducted during the design phase, i.e., let a separate load test contract prior to the construction contract. This will allow optimum utilization of the load test results into the design, and will maximize the cost savings provided by the load tests.

General

Spread footings loaded to 6^{TSF} and founded on dense gravels are proposed for the east approach bents. I concur wholeheartedly.

I would appreciate being provided a copy of the final foundation report as soon as it is completed. I will also be happy to assist the State with the geotechnical portion of the foundation design and specifications for a pile load test program, if they desire.

Ron Chassie

Ron Chassie

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION – SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-47(7) & BRF-47(9)
Willamette River (Center/Marion Street
Bridges, Salem) Bridges 123K & 7253B

Date: January 12, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached are comments from the Washington and Region Offices on the preliminary plans submitted by Mr. Hart's letter of October 21, 1980, signed by L. L. Wallace. Mr. Kasza and Mr. Schell met with Mr. Hart and his staff December 22, 1980 and discussed the comments. FHWA has been pursuing alternate bridge designs which have shown considerable cost savings in some instances (see attached FHWA Technical Advisory T 5140.12, December 4, 1979). Any information that does not support alternates should be very complete and realistic. Please reassess the steel alternate.

Your method of allowing segmented construction is not detailed in the submission. Please show how you will allow this alternate.

The hydraulic information submitted does not cover FHWA requirements (FHPM-6-7-3-2) which have been initiated the last year. The Washington and Region Office replies each request reconsideration of the Center Street pier orientation and footing depths. Further maintenance reviews indicated problems not only at pier 5 of the Center Street bridge but also some scour problems at pier 3 of the Marion Street structure. The support for a pier perpendicular to centerline, as you propose, has not been submitted. Are all piers in the design flood condition askew to the stream flow? What effect does the increased pier size of the Marion Street structure have on the scour? Do the piers of both bridges align sufficiently to keep scour to a minimum? The added bents for the west approach "B" line structure and actual flood flow direction and backwater are not addressed. Does the reduction in number of piers on the Center Street structure have an effect on backwater to support the design?

We would appreciate your reply to these comments.

G. L. Green

Attachments
HNG-31&32 memo dtd 12-5-80
HDE-010.3 memo dtd 12-12-80

cc:
OSHD (W J Hart, Br)

2

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
FOR

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Center Street Bridges, Salem, Oregon
Oregon Project IX-47, BRF-47(9)
Preliminary Plans Review

Date: December 12, 1980

From: Regional Hydraulics Engineer
Office of Design - Region 10

Reply to Attn. of: HDE-010.3

To:
Mr. Gary M. Kasza, Director
Office of Structures
Region 10

The subject plans have been reviewed as we discussed. My comments follow:

1. The hydraulics data sheets and scour computations appear to be hidden in the back of the Foundation Report.

2. The hydrologic data for the crossing appears adequate.

3. The hydraulics portion is so brief that it is difficult to evaluate the analysis or appreciate the work accomplished to arrive at the numbers. The backwater for the new structure is not addressed. The only statement approaching a conclusion is a suggestion for skewing the piers approximately 15°. This suggestion was changed by a one line addendum which WITHDREW the suggestion and in turn noted that flood photos indicate that a skew angle of 7° would align the piers with the flow. The preliminary layout shows no skew of the piers.

4. The Pier Scour computation sheet contains no conclusion. Pages III-11 and III-12 of the Foundation Report discuss a scour problem at old Pier 5 and the computed scour depths. The rationale given for not skewing the piers is that this feature may result in complicating the design and construction of the structure. Riprap is proposed in place of pier orientation.

Conclusions:

A - The Hydraulics and scour information is minimal even for the replacement of an existing structure.

B - The replacement of a major structure should attempt to correct deficiencies of the old design. This would include proper pier orientation and footing depth. The placement of riprap around a footing is considered to be an add-on type of temporary expedient and is not equivalent to the integral protection provided in a sound design.

These comments have been discussed with Mr. Schell.

Gene R. Fiala
Gene R. Fiala

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Date: DEC 5 1980

Reply to Attn. of: HNG-32
HNG-31

Subject: Oregon Project IX-47(7), BRF-47(9)
Willamette River (Center/Marion Street
Bridges in Salem) Bridges 123K and 7253B

From: Chief, Bridge Division
Office of Engineering
Washington, D.C. 20590

To: Mr. M. Eldon Green
Regional Federal Highway Administrator
Portland, Oregon
HRA-10 ATTN: Gary M. Kasza

The preliminary bridge plans and Division memorandum dated November 10 for the subject project as submitted with your memorandum dated November 25 have been reviewed and the following comments are made for your consideration:

1. While we have no objection to the State's proposal for a post-tensioned concrete box girder for the Center Street superstructure river spans, we feel that a steel alternate should be provided. We recognize that the State has studied various superstructure types as to the economy of construction, but since the widening of the Marion Street river spans is a steel design, the contractor may find it more advantageous and less expensive to construct two steel structures instead of one in concrete and one in steel, assuming both structures are built under one contract. At least providing for a Center Street steel alternate would allow competitive bidding to determine which of the two schemes is more practical to the contractor's method of operation.

2. We would also suggest that segmental construction, either cast-in-place or precast, be permitted for the post-tensioned concrete box girder river spans for Center Street. Again, we feel that by permitting the contractor to select the method of construction of the structure, economy can be achieved. Also in the interest of economy and ease of construction, we suggest the cross section of the structure be reviewed to reduce it from a three cell box to a two cell box by increasing the deck slab cantilever length and transversely post-tensioning the deck slab. We also question the necessity of a haunched structure for the length of spans involved.

3. We would recommend that the widened river spans of the Marion Street Bridge be designed such that consideration is given to the relative stiffnesses of the old and new spans, to eliminate possible detrimental differential vertical deflection between the two structures since the deck slabs are interconnected.

4. The State analysis for scour indicated that the river piers for the Center Street Bridge be skewed approximately 7° to conform with the flow direction of high water. With this skew, no additional protection for scour was considered necessary. The State now proposes to protect the pier with a riprap blanket and eliminate the 7° skew angle. We do not agree with this approach and recommend the piers be designed with the proper skew to reduce potential scour. In our opinion, it is always preferable to utilize designs which have the least potential for scouring of stream beds rather than attempting to provide protection against scour. By using the riprap blanket alone, the State could be creating a continual maintenance problem.

Stanley Gordon

Stanley Gordon
Chief, Bridge Division

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA TECHNICAL ADVISORY
Alternate Bridge Designs	T 5140.12 December 4, 1979

Par. 1. Purpose
2. Background
3. Recommendations

1. PURPOSE. To acquaint engineers and administrators with bidding alternate bridge designs and to emphasize the need for alternate designs which provide competition and resultant economy.

2. BACKGROUND

a. In light of dramatic increases in highway construction costs in recent months, there is a strong Federal effort to take measures to keep contracts within price guidelines. One method to reduce costs is to encourage competition in bidding.

b. Currently, in the United States, there is a trend among some State highway agencies, with encouragement from the Federal Highway Administration, to produce alternate designs and to use price adjustment clauses which encourage cost saving changes initiated by the contractor. Because of fluctuating economic conditions, it is felt that on multiple repetitive spans, long spans or major bridges, or where there is an extended period of design from conception of the project to a release for bids, there can be no assurance of price stability for a particular material or construction methodology. With alternate designs, no matter how the economy changes, more designs are available at the time of bidding than are likely to be suited to the prevailing economic conditions. Further, because of the competition reflected in the alternates--between materials (structural steel vs. concrete or prestressing bars vs. strand) or construction procedures (cast-in-place vs. precast segmental or balanced cantilevered vs. incremental launching, etc.)--a cost savings in construction of 10 percent or more may be realized.

DISTRIBUTION: H-W(EO/RD)-1
H-W(DV/HO/NG/RS/TO)-3
H-D-1;H-D(BR/CM/FH/RP/WB)-3
H-M-1;H-M(BR/EC/FO/RP)-3;H-M(SH)-4

OPI: HNG-32

c. Erection methods are as varied as the ingenuity of the contractor and as dictated by the constraints of the site, equipment available to the contractor, and the economic limitations of the project site.

3. RECOMMENDATIONS

a. General

(1) To receive the most economical construction between basic structural materials, consistent with geographic, environmental, ecological or other site restrictions, there should be maximum opportunity for competition between structural steel and concrete.

(2) Within environmental, aesthetic, site constraints, etc., the plans and bid documents should show or otherwise indicate what alternate type structures will be allowed or considered. The contractor should be allowed the option to bid any designated alternate design that is consistent with the contractor's expertise, available equipment, etc.

(3) Bid documents and the contract plans should clearly indicate the design criteria and what type alternate designs and/or contractor options will be acceptable. Determination of practical and economical alternates and/or contractor options should be developed in the preliminary design.

(4) Bid documents should be considered as "open" documents in regard to construction method, erection systems, and prestressing systems.

(5) Consistent design criteria should be used for alternates, i.e., if load factor design is used, it should be used for all alternates.

(6) Span lengths should be identified on the contract plans. However, other than where pier locations are constrained by physical and geological conditions at the site, consideration should be given to allowing a tolerance in pier location to avoid placing a particular alternate at an economic disadvantage. For example, in a typical three span structure, the side span should be

approximately 80 percent of the center span for structural steel, 70 percent for conventional cast-in-place concrete on falsework, and 65 to 70 percent in segmental balanced cantilever construction.

(7) To avoid an economic disadvantage to a particular superstructure alternate, alternate substructure designs may be required. Limitations on the substructure, such as allowable axial load and moment, should be clearly identified on the contract plans.

(8) Where specific design requirements are not covered by the American Association of State Highway and Transportation Officials (AASHTO) Bridge Specifications, the contractor should be allowed to use other recognized codes and standards where applicable. However, the alternate design should document where these provisions are to be used, why the AASHTO requirements do not apply, and which articles of the substituted code or standard are to be used. Such provisions should be subject to approval by the engineer and appropriate agencies.

(9) Prebid conferences are to be encouraged as a means of communication between the engineer, highway agencies and contractors.

(10) In order to allow a contractor adequate time to investigate the various alternatives and prepare plans, it is recommended that the advertising time be commensurate with the size and complexity of the project with a minimum of 60 days.

(11) In order to allow adequate review and checking of the low bidder's proposal, award of contract should be extended commensurate with the size of project.

b. Prestressed Concrete Alternate

(1) To increase the competition in post-tensioned concrete construction, it is recommended that plans and other bid documents allow conventional cast-in-place on falsework, precast prestressed span units, and segmental construction or combinations thereof.

(2) Segmental construction should allow the following at the contractor's option:

  (a) Precast or cast-in-place segmental construction.

  (b) Any of the post-tensioning systems, i.e., strand, wire or bars or combinations thereof.

  (c) Any of the following construction methods: balanced cantilever, span-by-span, progressive planning, incremental launching, or combinations thereof.

  (d) Exterior dimensions of the cross-section should be fixed. At the contractor's option, the thickness of webs and flanges may be varied to accommodate proposed construction and erection methods and post-tensioning systems, providing that any changes in the dead weight, shear, etc., are accommodated in the design.

(3) The contract plans should indicate the maximum and minimum final prestressing force (P_f) and moment (P_f x e) required, after all losses, for the final condition of the structure; i.e., dead, live, impact and all superimposed loads. Any increase in prestressing force requirements as a result of the method of construction, erection, type of tendon system should be evaluated at the shop drawing stage.

(4) Changes in eccentricity of prestress should be accompanied with appropriate changes in prestress force to produce the same minimum compressive stress due to prestress.

(5) The minimum prestress force should be such that under any loading condition, both during and after construction, stresses will be within allowable limits. Consideration should be given to secondary moments due to prestress, redistributed moments due to creep, and stresses resulting from thermal gradient (between the top and bottom of the girder and between the inside and outside of webs).

(6) Contractor revisions to contract plans, with supporting calculations, should be submitted to the engineer for approval.

c. Structural Steel Alternate

(1) Any changes in member sizes or details resulting from erection procedures or methods should be evaluated at the shop drawing stage.

(2) To increase the competition in structural steel construction, it is recommended that plans and other bid documents allow the following, where feasible:

(a) Option in field and shop splice locations.

(b) In bolted compression splices, the option of transferring 50 percent of the load through milled ends of the members.

(c) Consideration of options in details to simplify or facilitate fabrication and erection.

(d) Option of using rolled sections in lieu of fabricated members.

Rex C. Leathers
Director, Office of Engineering

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: MEMO TO THE FILE

DATE: January 12, 1981

FROM: DNStoudenmeyer
Donald N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Willamette River (Marion Street) Bridge
Willamina-Salem Highway
Polk and Marion Counties

The trestle detour on the west end of this project was originally planned to go with the Marion Street job. The Bridge Section has objected to this and proposes that it be built with the Center Street project. Their reasons follow:

> A trestle detour, at best, is built to last for a comparatively short time. If a contractor builds one and does not have to maintain it, he may be lax in its construction. If, however, the same contractor that builds it must maintain it we can expect a better job.

This seems like a legitimate reason to build the detour with the Center Street job. This will be discussed with Region at the plans-in-hand this week, but it appears now that the detour should go with the Center Street project.

DNS:ja

cc E. S. Hunter
Chuck Fredrickson
Walt Hart
Bill Beard ✓
Ollie Sacre

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 12, 1980

1:20 P.M
JAN 13 '81
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act

NOTED
E. S. HUNTER

Gene fyi
[illegible]
1-14-81

Mr. Lou McNicoll
Director of Public Works
City of Salem
555 Liberty Street S.E.
Salem, Oregon 97301

Attention: Mr. Ronald J. Merry, P.E.
Asst. Director of Public Works

Dear Mr. Merry:

Your letter of December 18, 1980 requested that we prepare a plan, profile and cost information for several alternatives which would provide for a pedestrian/bicycle facility from the Center Street-Marion Street Bridges to the westerly side of Front Street near the riverfront area. The proposed alternatives and their estimated cost are listed as they were defined in the December 18 letter.

1. Parallel bikeway bridge level from east side Front Street to west side BN Mainline, then drop down at 2.5% to west edge of Water Street, then down at 4.5% to ground level.

   The bikeway must join the Center Street Bridge at a bent making the beginning point at the centerline of Front Street instead of the east side of Front Street.

   Cost: $495,000.

2. Parallel Bikeway Bridge starting just east of BN Mainline, then down at 4.5% to west edge of Water Street, then down at 4.5% to ground level.

   Cost: $440,000.

3. Start at Center Street Bridge sidewalk and drop down to west side of Water Street maximum allowable grades, (4.5%).

   Cost: $435,000.

4. Stairs at same location as No. 3.

   Cost $100,000 including illumination.

5. Elevator at same location as No. 3.

Cost $100,000 including illumination

Other alternatives which could satisfy the objective are:

a. A ramp from the west side of Front Street down 4.5% to ground level. (Alternate 6)

Cost: $420,000.

b. Increasing the grade from 4.5% to 6.5% to equal the grade of the CF line would result in the following costs:

Alt. 2	$312,000
Alt. 3	$310,000
Alt. 6	$315,000

Sketches and possible grade lines for the various alternatives are attached.

It is our understanding that financing for this facility would not be available from bridge replacement funds. The facility could be financed from Urban or Interstate Transfer funds.

Please advise this office if further information is required.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Region 2 Engineer

COF/dlm
Attachments

cc: E. S. Hunter
Adrian Olson
George Grove
Alan Hershey

1-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-47(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80363

COUNTY NAME
Marion & Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
1/6/81

FEDERAL ROUTE NUMBER
Primary 47

STATE ROUTE NUMBER
Primary 30

GENERAL LOCATION:
Willamette River (Salem) Bridge Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/9/80 I approve the revised Preliminary Engineering Costs to a TEC of $430,000 Federal Funds $368,810.

(Increase TEC $190,000 Federal Funds $162,960)

DATE
1/6/81

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE

1982 Will. R. (Center St.) Br. 9541
Sec. on the Willamina-Salem
Hwy. in Salem. #3

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: December 31, 1980

W. G. Beard

FROM: W. G. Beard
Sign Design Engineer

SUBJECT: Willamette River (Marion Street) Bridge Section
Willamina-Salem Highway
Marion & Polk Counties

It has been brought to my attention this date that the decision has been made to delete the detour structure from the above named project and build it "Willamette River (Center St.) Bridge Section".

I have discussed this decision with Ted Thompson and John Tindall of the Bridge Section and received their reasons for the deletion.

I still feel it would be less disruptive to traffic on both the Marion and Center Street bridges if the detour structure remained a portion of the Marion St. bridge contract and built under Stage 1, Phase 1 of that project.

WGB:ab
cc: T. G. Thompson
D. H. Stoudenmeyer

What should we do?

[illegible]

December 11, 1980

DES 16-1

J. H. Holmead III
Captain, U.S. Coast Guard
Chief, Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

bc H. S. Coulter
J. H. Versteeg (enc.)
F. E. Terpin "
Walt Hart
Gary Potter
C. O. Fredrickson "

Dear Captain Holmead:

Proposed Replacement of
Center Street Bridge and
Modification of Marion Street Bridge
Willamette River at Salem, Oregon
Your File 16591, Serial 498

In response to your request, I am confirming that concerns raised by the Federal Emergency Management Agency (FEMA) regarding potential flooding caused by the bridge projects have been addressed. A backwater analysis has been conducted by the Highway Division. Additional material was not provided in the EIS because it was apparent to us that no changes in flood patterns would result from the project.

The analysis showed that the existing bridges have a backwater of 0.1 foot (for the 100-year flood). The proposed bridges, as replaced or modified, would have essentially the same backwater, although it would be fractionally less. There will be no changes on the river side of the approaches and thus no additional encroachment in the river floodplain. In addition, the new Center Street Bridge will have two fewer piers in the river than the existing structure. The existing bridges have been in place since 1918 and 1953 (62 and 27 years, respectively) and have not caused flooding problems.

I hope this information will allow you to approve the amended permit as quickly as possible. I am concerned that the review period for this project has been excessive. The draft EIS was circulated on November 16, 1979 and the final EIS on July 30, 1980, yet review comments are still being received as of November 25, 1980. Anything you can do to expedite this matter will be appreciated.

Sincerely,

F. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

cc: Glen Green - FHWA

GAP: ja

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE WASH 98174
PHONE (206) 442 5864

16591
Serial 498
4 December 1980

State of Oregon
Department of Transportation
ATTN: Mr. E. S. Hunter
  Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Proposed Replacement of Center Street Bridge
and Modification of Marion Street Bridge,
Willamette River at Salem, Oregon

Gentlemen:

The enclosed letter from the Federal Emergency Management Agency (FEMA), dated 25 November 1980, has been received in response to the amended public notice concerning the above-referenced bridge projects. The final environmental impact statement (EIS) for the project states that "The project is in compliance with Executive Order 11988 and does not require a floodplain finding." (page 26) It is requested that you confirm that the concerns expressed by FEMA have been addressed during the preparation of the final EIS and that the proposed project would not result in any increase in flood levels.

All necessary responses to the amended public notice have been received or are enroute and findings of fact are being prepared at this time. Every effort will be made to complete action on your application in a timely manner. If you should have any questions regarding progress on your application, please contact Mr. Wayne Lee or Mr. John Mikesell for assistance.

Your cooperation is appreciated.

Sincerely,

J. E. Mikesell for

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
E. S. HUNTER

Encl: As noted

Copy to: Mr. Glen Green, FHWA

55
It's a law we can live with

FEDERAL EMERGENCY MANAGEMENT AGENCY
Region X Federal Regional Center Bothell, Washington 98011

November 25, 1980

Commander
Coast Guard District
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Subject: Proposed Replacement of Center Street Bridge
and Modification of Marion Street Bridge,
Willamette River at Salem, Oregon

This is in response to your Public Notice 80-N-11, Amended, dated October 24, 1980.

The Federal Emergency Management Agency Administrators the National Flood Insurance Program in Region X. The City of Salem is a participating community in the Program and has enacted ordinances that comply with Federal regulations governing all new construction, fills, etc. in floodplain. One of the most important measures the City is responsible for is found at Section 60.3(d)(3) of the Federal Regulations and is repeated in the Salem ordinance. This Section reads as follows:

> "Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge."

Although the Public Notice mentions that the proposed project will be located within the floodplain, there is no analysis or reference to an analysis that would indicate that placement of the bridge supports and approaches will comply with the above Federal regulation. This is important from the City's standpoint in that they are required to assure that the Federal regulation is met for all local development, but it is even more important from your standpoint because of Executive Order 11988, to which all Federal agencies are responsible. A copy of the Water Resources Council Guidelines which includes the Executive Order as an attachment, is enclosed for your information. On the surface, it does not appear as though the project meets the above-cited Federal regulation. A detailed backwater analysis should be performed to assure that the regulation is met, a measure that apparently has not been undertaken.

Please contact us if you need any further clarification concerning floodplain management measures federal agencies are responsible for.

Sincerely,

Charles L. Steele, Director
Insurance & Mitigation Division

Enclosures

cc: Ralph W. Hanley, Salem City Manager

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Brs.
123K and
7253B

November 25, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

Foundation Exploration
Center and Marion Sts. Bridges
Bridges 123K and 7253B
Willamette River
River Miles 84.4 and 84.5

The test borings that were required for the foundation design of Center and Marion Sts. Bridges have been completed.

All obstructions to navigation, which resulted from this work, have been removed.

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. O. Fredrickson
William Fretwell

RECEIVED
TECHNICAL SERVICES
NOV 24 '80
REFER TO

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

H. S. COULTER

In Reply Refer to
File No. RDT 13-4

November 24, 1980

Mr. Craig Reiley
Administrator
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Crossings No. 3E-07T.05-A
3E-07T.14-A
Marion & Center St. Bridges
City of Salem
Marion County

Dear Craig:

Attached are the originals and eight copies each of two Application relating to the widening of the Center and Marion Street Bridges in Salem.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

cc: H. S. Coulter - w/attach
E. S. Hunter - w/attach
W. J. Hart - w/attach
C. O. Fredrickson - w/attach
C. T. Keasey - w/attach
D. E. Swan - w/attach
J. L. Sollis - w/attach

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO
FOR
Info Inves R/D D/G Sign Att File

Docket No. SXF ______________

PUC Crossing No. 3E-071.14-A

DOT-AAR Crossing No. BN 67 037C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon, by and through its Department (name of applicant)

of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of the Willamina-Salem Highway (Center Street) (name of street or highway)

and Burlington Northern, Inc. (Oregon Electric Railway Company) (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Salem (name of city/town/rail station), Marion (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected —

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ______________

☒ Federal-Aid Highway System funds.*
Highway Bridge Replacement

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)____________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NO T BOTTOM OF PRECEDING PAGE BEFORE COMPLE G THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Bldg., Salem OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 71.14

b. City Salem

c. Nearest railroad station Salem

d. County Marion

e. The proposed project is to be in the SW 1/4 of the SE 1/4 of Section 22, Township 7S, Range 3W, W. M.

4. a. Name of public highway involved in this project:
Willamina-Salem Highway (Center St.)

b. Name of public authority with jurisdiction over this highway:
Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Burlington Northern, Inc. (Oregon Electric Railway Company) mainline
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Burlington Northern, Inc., 1101 NW Hoyt, Portland, Oregon 97207

b. City of Salem, Dept. of Public Works, 555 Liberty St. S.E., Salem OR 97301

c. Northwest Natural Gas Company, 3123 Broadway NE, Salem OR 97303

d. Salem Electric, 633 7th NW, Salem, OR 97304

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
The existing concrete structure will be widened from a 26 foot roadway with a 5 foot walk, to a 56 foot roadway with a 10 foot bikeway. The widened portion will be poured-in-place concrete requiring falsework over the track.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? The existing structure is deficient in width for modern highway traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossing (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--		After completion--	
Shoulder** of	______ feet	Shoulder of	______ feet
______ lane(s) at	______ ft. ea.	______ lane(s) at	______ ft. ea.
Median of	______ feet	Median of	______ feet
______ lane(s) at	______ ft. ea.	______ lane(s) at	______ ft. ea.
Shoulder of	______ feet	Shoulder of	______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

_____ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
ODOT, Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc. (Oregon Electric Railway Company)

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc. (Oregon Electric Railway Company)

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
ODOT, Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): Impaired horizontal and vertical construction clearances will be required, see dwg. no. 35722.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This project is a widening of an existing separated crossing.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 6, 7, 8, 9, 10, 11, 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 21 day of November, 198[illegible]

(Applicant)

(Attorney)

I, L.W. Kulien, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

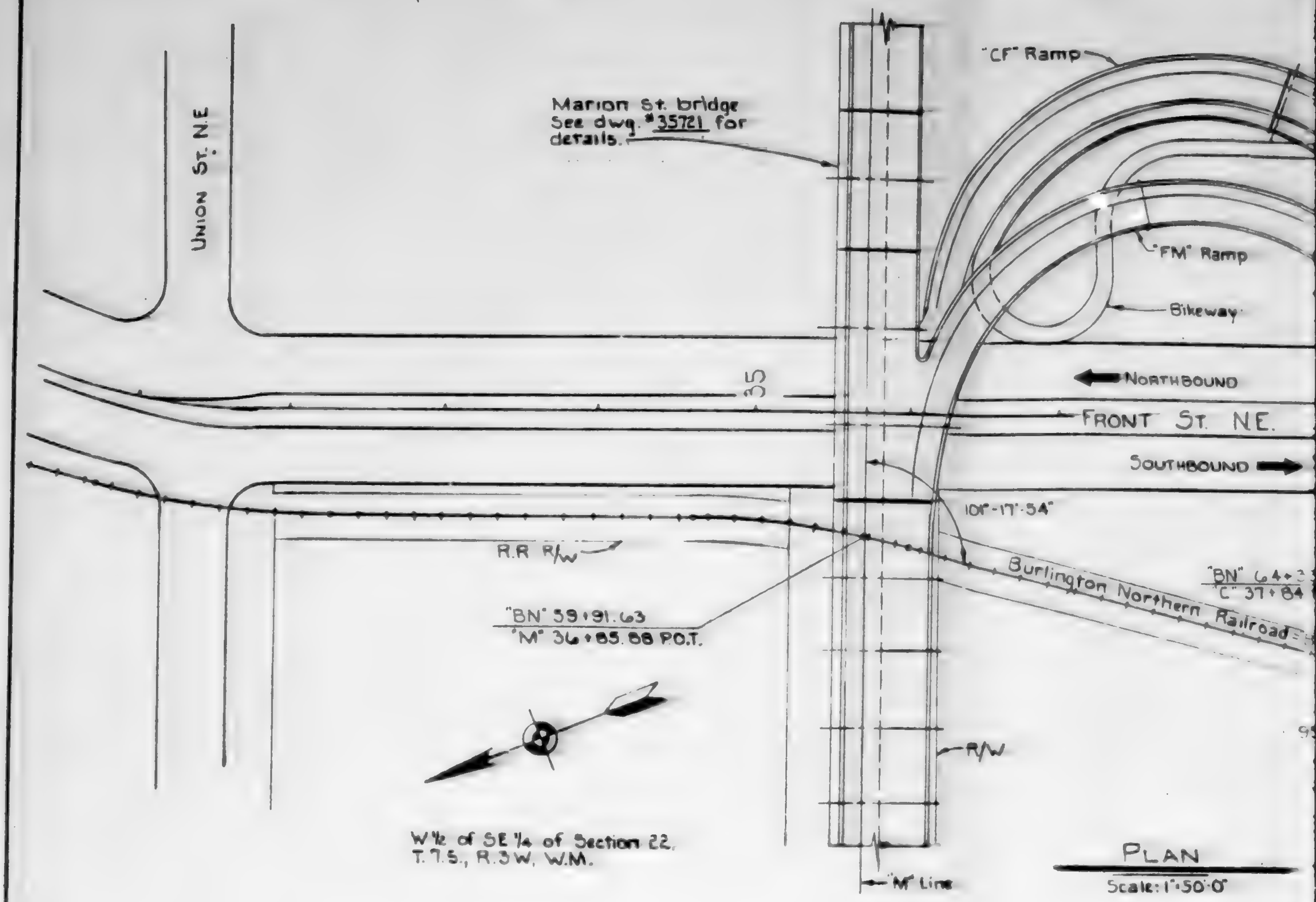
STATE OF OREGON)
) ss.
County of Marion)

Subscribed and sworn to before me this 24th day of November, 1980.

Adele L. Egan
(Notary Public for Oregon)

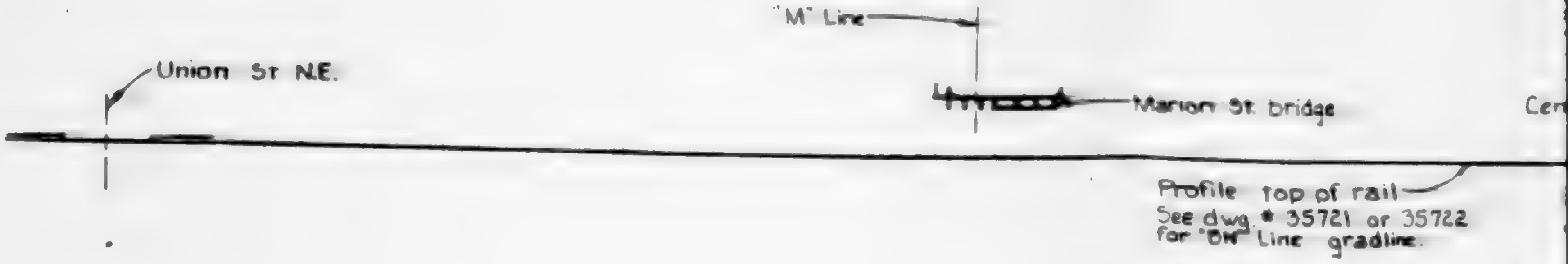
My Commission Expires: Oct 30. 1984

PUC Form 202 (30) 1-80
Signature Page


"CF" Ramp
Marion St. bridge
See dwg. #35721 for details.
UNION ST. N.E.
"FM" Ramp
Bikeway
35
NORTHBOUND
FRONT ST. N.E.
SOUTHBOUND
101°-17'-54"
R.R R/W
Burlington Northern Railroad
"BN" 64+3
"C" 37+84
"BN" 59+91.63
"M" 36+85.88 P.O.T.
R/W
W½ of SE ¼ of Section 22,
T. 7 S., R. 3 W., W.M.
"M" Line

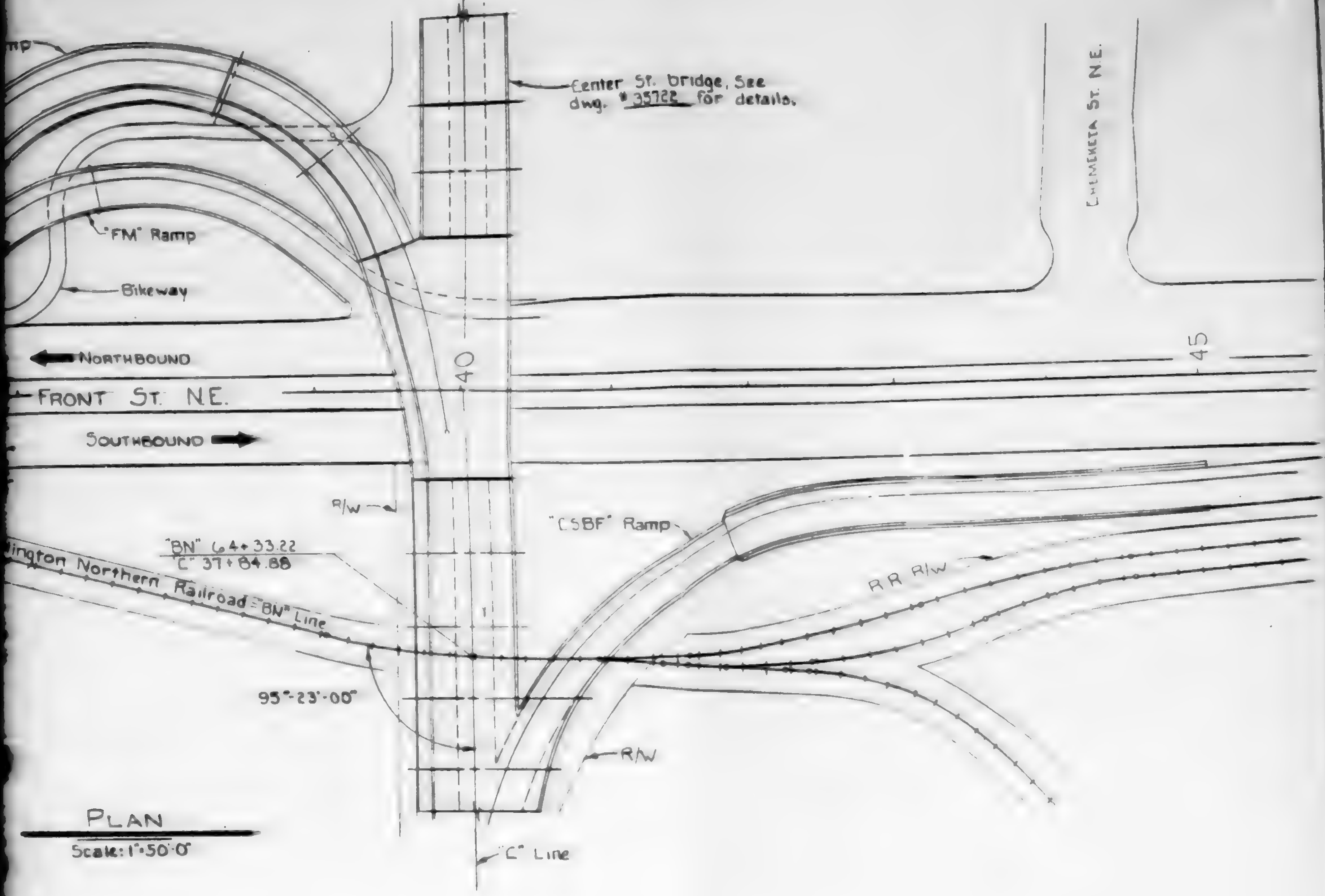
PLAN

Scale: 1"=50'-0"


"M" Line
Union St N.E.
Marion St. bridge
Cen
Profile top of rail
See dwg. # 35721 or 35722
for "BN" Line gradline.

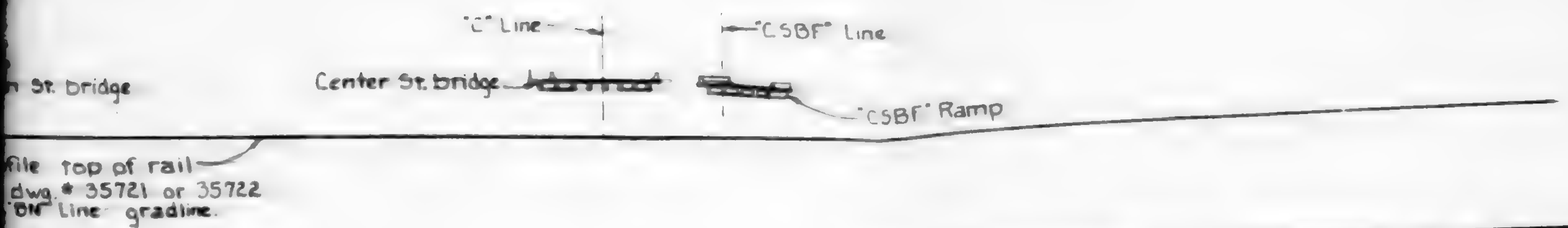
ELEVATION

Scale: 1"=50'-0"


mp
Center St. bridge, See dwg. # 35722 for details.
Chemeketa St. N.E.
"FM" Ramp
Bikeway
Northbound
Front St. N.E.
Southbound
40
45
R/W
"CSBF" Ramp
"BN" 64+33.22
"C" 37+84.88
ington Northern Railroad "BN" Line
R R R/W
95°-23'-00"
R/W
"C" Line

PLAN

Scale: 1"=50'-0"


"C" Line
"CSBF" Line
n St. bridge
Center St. bridge
"CSBF" Ramp
file top of rail
dwg. # 35721 or 35722
"BN" Line gradline.

ELEVATION

Scale: 1"=50'-0"

ADVANCE PLANS
NOV 24 1980
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER

DESIGNED T.J. Shike
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

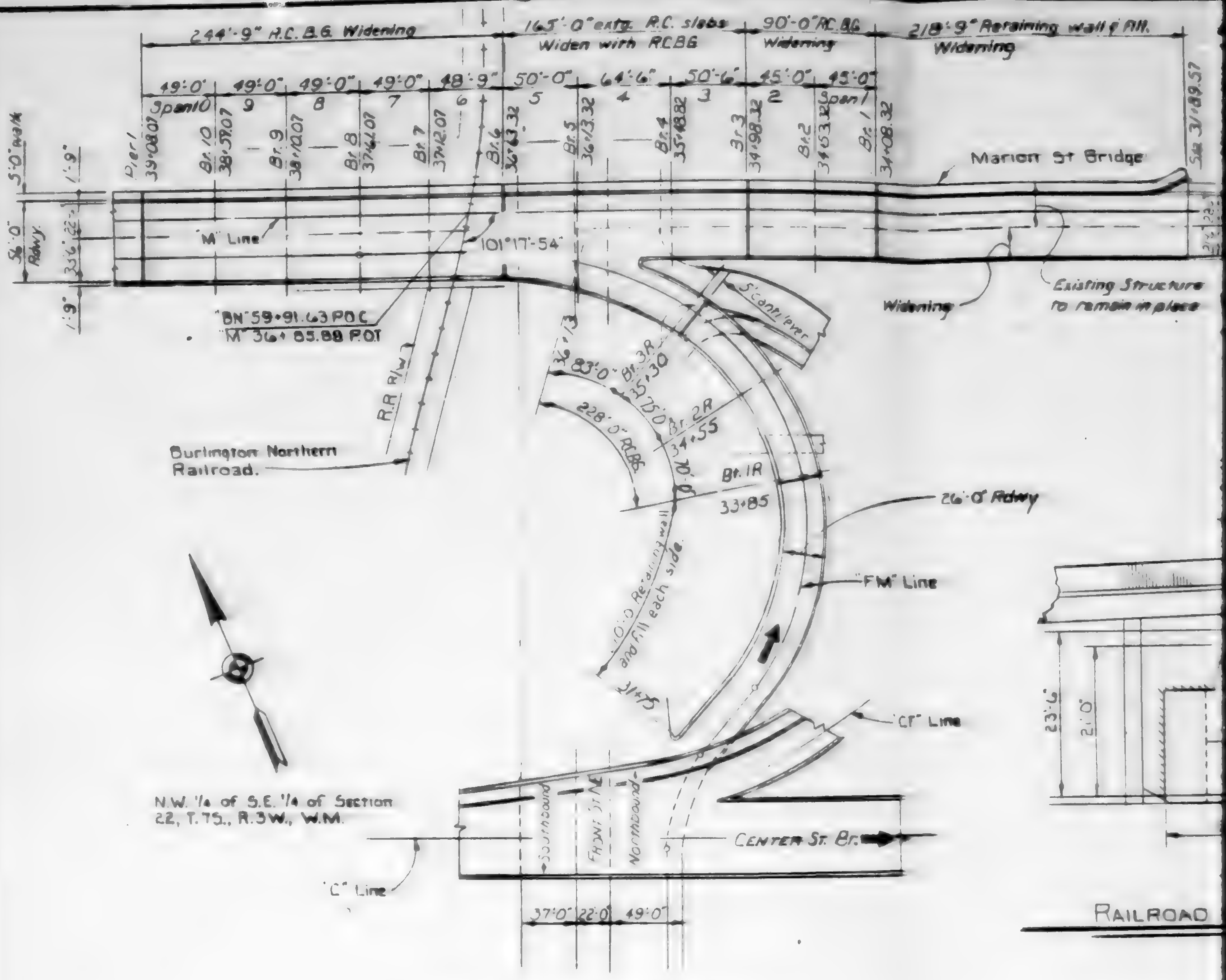
DATE	REVISION

WILLAMETTE RIVER BRIDGES
(MARION ST. & CENTER ST.-SALEM)
WILLAMINA-SALEM HWY. - MARION CO.

VICINITY MAP

ACCOMPANIED BY DWGS. 35721 & 35722

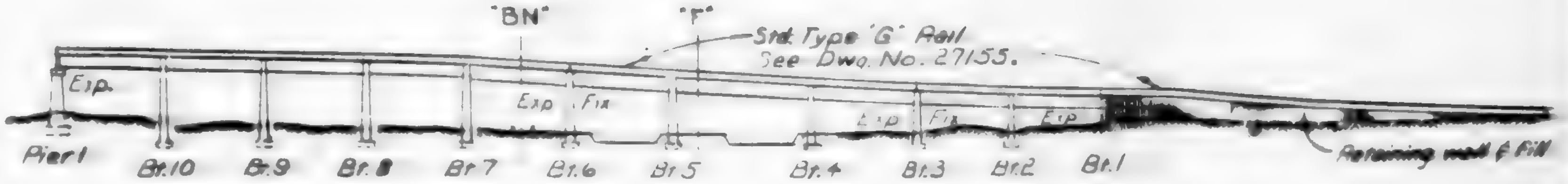
DATE November 1980
BRIDGE NO. 7253B & 123K
SHEET 1 OF 3
DRAWING NO. 35720


244'-9" R.C.B.G. Widening
165'-0" extg. R.C. slabs Widen with RCBG
90'-0" RC BG Widening
218'-9" Retaining wall & Fill Widening
49'-0"
49'-0"
49'-0"
49'-0"
48'-9"
50'-0"
64'-6"
50'-6"
45'-0"
45'-0"
Span 10
9
8
7
6
5
4
3
2
Span 1
Pier 1 39+08.07
Br. 10 38+59.07
Br. 9 38+10.07
Br. 8 37+61.07
Br. 7 37+12.07
Br. 6 36+63.32
Br. 5 36+13.32
Br. 4 35+48.82
Br. 3 34+98.32
Br. 2 34+53.32
Br. 1 34+08.32
Sta 31+89.57
Marion St Bridge
5'-0" walk
1'-9"
56'-0" Rdwy.
33'-6"
22'-6"
1'-9"
"M" Line
101°17'-54"
"BN" 59+91.63 P.O.C.
"M" 36+85.88 P.O.T.
R.R. R/W
Burlington Northern Railroad.
Existing Structure to remain in place
Widening
5' Cantilever
36+13
83'-0"
Br. 3R 35+30
75'-0"
Br. 2R 34+55
228'-0" RCBG
10'-0"
Br. 1R 33+85
26'-0" Rdwy
"FM" Line
10'-0" Retaining wall and fill each side
31+75
"CF" Line
N.W. ¼ of S.E. ¼ of Section 22, T.7S., R.3W., W.M.
Southbound
Front St.
Northbound
Center St. Br.
"C" Line
37'-0"
22'-0"
49'-0"
23'-6"
21'-0"

MARION ST. BR & "FM" RAMP

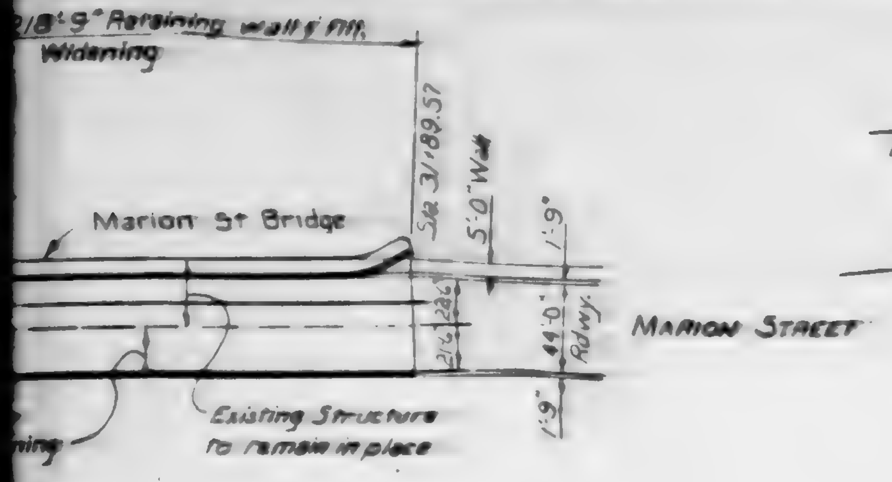
Scale: 1"=50'-0"

RAILROAD

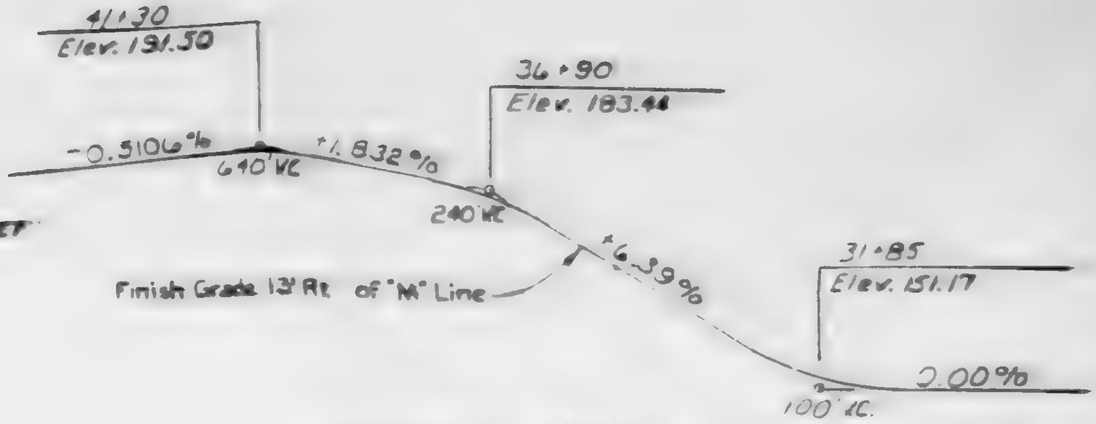

"BN"
"F"
Std. Type "G" Rail See Dwg. No. 27155.
Exp.
Exp.
Fix
Exp.
Fix
Exp.
Pier 1
Br. 10
Br. 9
Br. 8
Br. 7
Br. 6
Br. 5
Br. 4
Br. 3
Br. 2
Br. 1
Retaining wall & Fill

ELEVATION - MARION ST. BR.

Scale: 1"=50'-0"

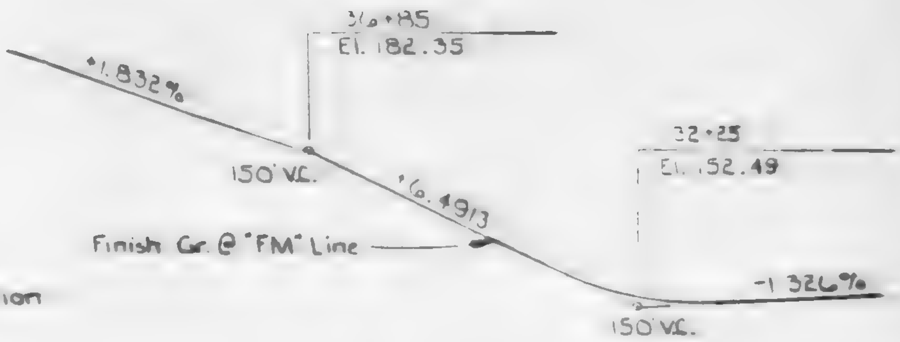


2/8'-9" Retaining wall & Fill Widening
Sta 31+89.57
5'-0" Walk
1'-9"
Marion St Bridge
44'-0" Rdwy.
1'-9"
Marion Street
Existing Structure to remain in place
26'-0" Rdwy
Line



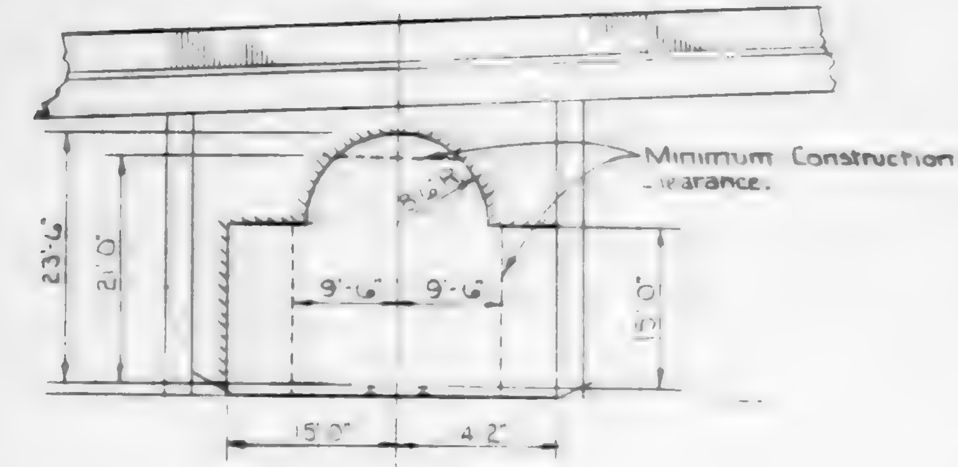
41+30
Elev. 191.50
-0.5106%
640' VC
+1.832%
36+90
Elev. 183.44
240' VC
+6.39%
Finish Grade 13' Rt of "M" Line
31+85
Elev. 151.17
100' VC
2.00%

GRADELINE "M" LINE



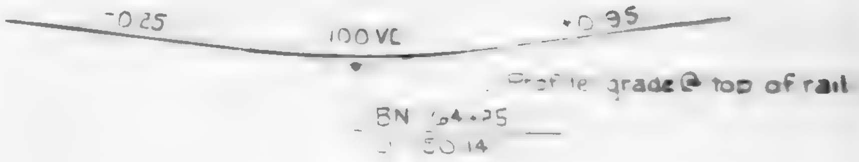
36+85
El. 182.35
+1.832%
150' VC
+6.4913
Finish Gr. @ "FM" Line
32+25
El. 152.49
-1.326%
150' VC

GRADELINE "FM" LINE



Minimum Construction Clearance.
8'-6" R
23'-6"
21'-0"
15'-0"
9'-6"
9'-6"
15'-0"
4'-2"

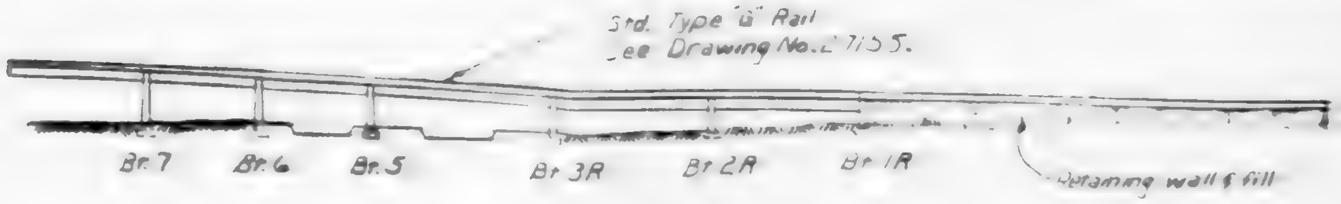
RAILROAD CLEARANCE DIAGRAM



-0.25
100 VC
+0.95
Profile grade @ top of rail
BN 64+25
El. 150.14

GRADELINE - BURLINGTON NORTHERN RAILROAD

No Scale



Std. Type "B" Rail
See Drawing No. 27155.
Br. 7
Br. 6
Br. 5
Br. 3R
Br. 2R
Br. 1R
Retaining wall & fill

ELEVATION - "FM" RAMP

Scale 1"=50'-0"

Retaining wall & Fill

APPROVED:
P.E.
STRUCTURAL DESIGN ENGINEER
DESIGNED T. Shike
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC BOOK

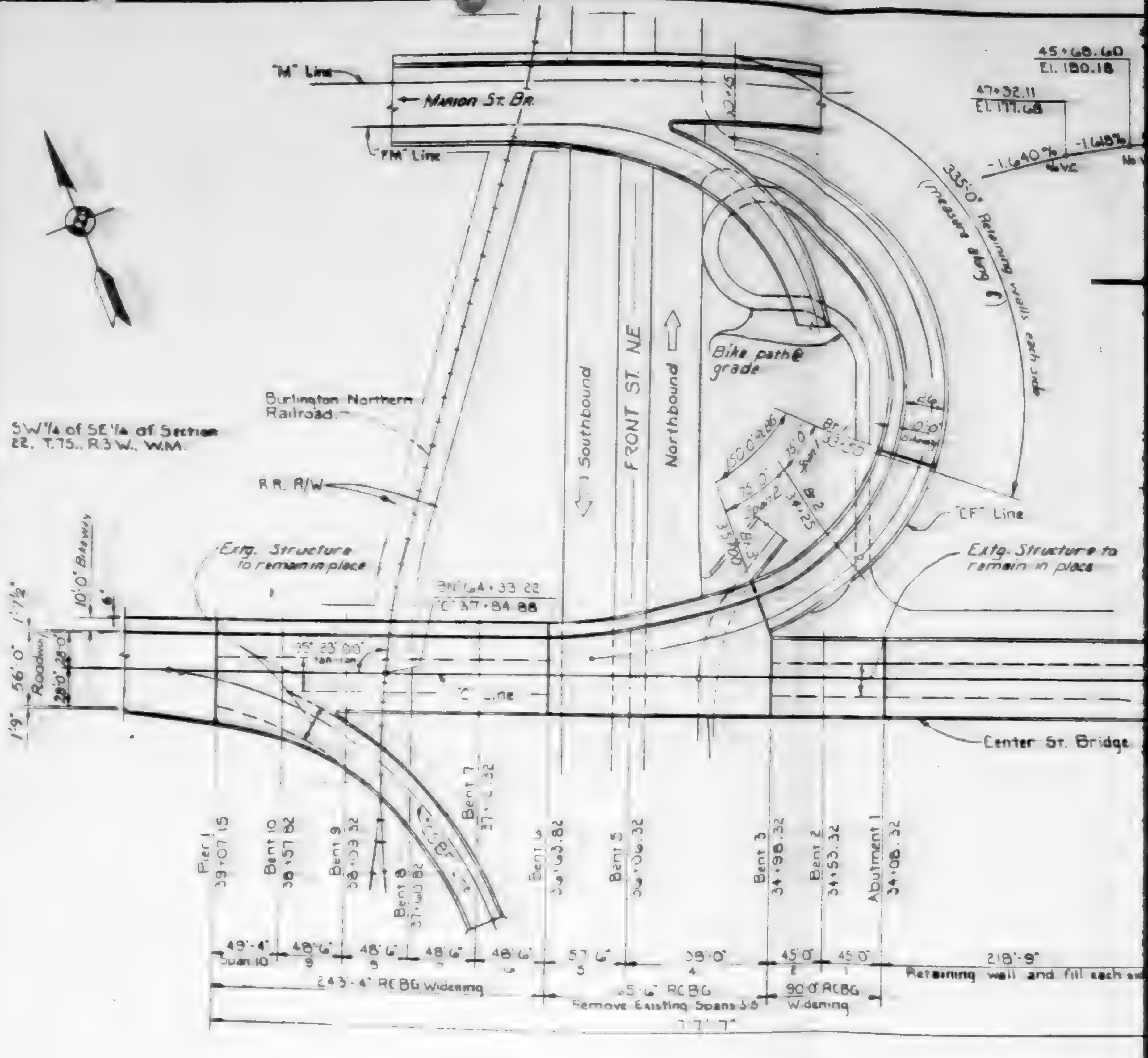
DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WILLAMETTE RIVER BRIDGE
(MARION ST. - SALEM)

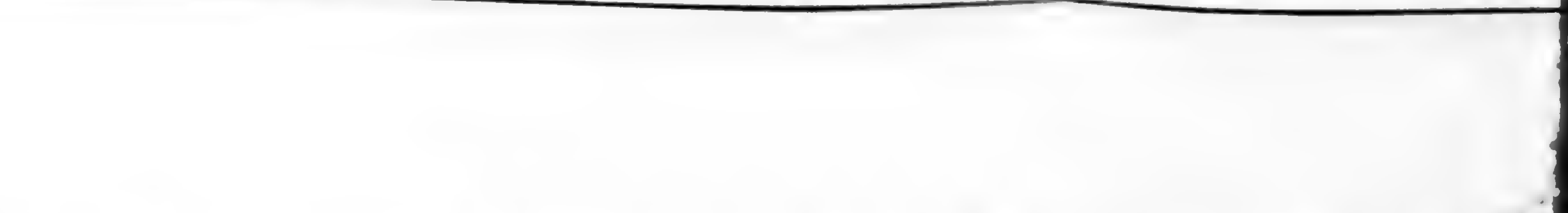
PLAN AND ELEVATION
RAILROAD CLEARANCE DETAILS

DATE November 1980
SHEET 6 OF 3
BRIDGE NO. 02538
DRAWING NO. 35721


"M" Line
← Marion St. Br.
"FM" Line
Burlington Northern Railroad.
SW¼ of SE¼ of Section 22, T.7S., R.3W., W.M.
R.R. R/W
Southbound
FRONT ST. NE
Northbound
Bike path @ grade
335'-0" Retaining walls each side
(measured along ℄ grade)
45+68.60
El. 180.18
47+32.11
El. 177.68
-1.640%
-1.618%
"CF" Line
Extg. Structure to remain in place
Extg. Structure to remain in place
BN 64+33.22
"C" 37+84.88
10'-0" Bikeway
1'-7½"
56'-0" Roadway
28'-0"
28'-0"
1'-9"
35°23'00"
"C" Line
Center St. Bridge
150'-0"
75'-0" Span 1
75'-0" Span 2
Br.1 33+50
Br.2 34+25
Br.3 35+00
Pier 1 39+07.15
Bent 10 38+57.82
Bent 9 38+03.32
Bent 8 37+60.82
Bent 7 37+11.32
Bent 6 36+63.82
Bent 5 36+06.32
Bent 3 34+98.32
Bent 2 34+53.32
Abutment 1 34+08.32
49'-4" Span 10
48'-6" 9
48'-6" 8
48'-6" 7
48'-6" 6
57'-6" 5
98'-0" 4
45'-0" 2
45'-0" 1
218'-9" Retaining wall and fill each side
243'-4" RCBG Widening
155'-6" RCBG Remove Existing Spans 3-5
90'-0" RCBG Widening
717'-7"

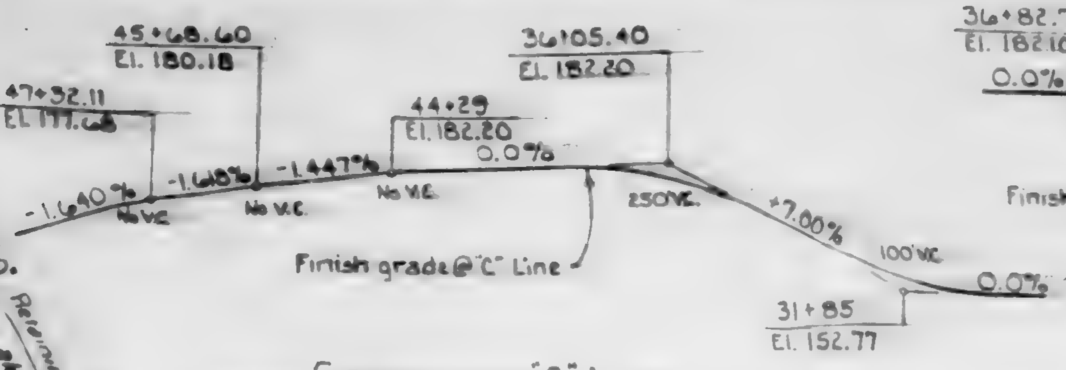
PLAN – CENTER ST BR. & "CF" RAMP

Scale: 1"=50'-0"


"BN"
Std. Type 6 Rail
See Dwg. No. 27155.
Exp
Fix
Exp
Fix
Exp
Fix
Exp
Front St
Br.10
Br.9
Br.8
Br.7
Br.6
Br.5
Br.3
Br.2
Br.1
Retaining Wall & Fill

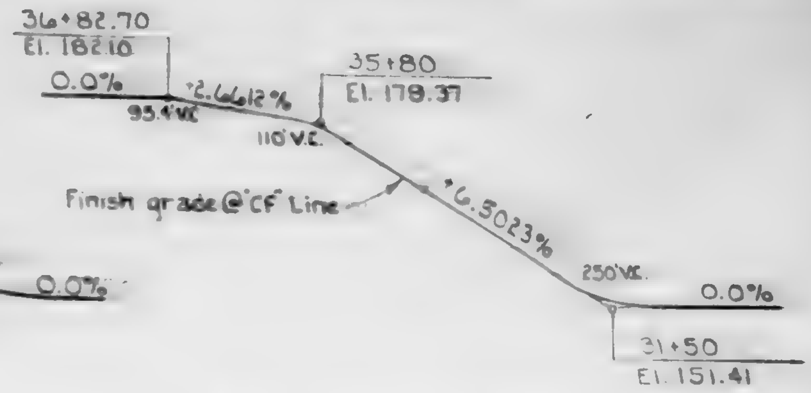
ELEVATION – CENTER ST. BR.

Scale: 1"=50'-0"


47+32.11
El. 177.68
45+68.60
El. 180.18
44+29
El. 182.20
36+05.40
El. 182.20
-1.640%
No V.C.
-1.618%
No V.C.
-1.447%
No V.C.
0.0%
250'V.C.
+7.00%
100'V.C.
0.0%
31+85
El. 152.77
Finish grade @ "C" Line

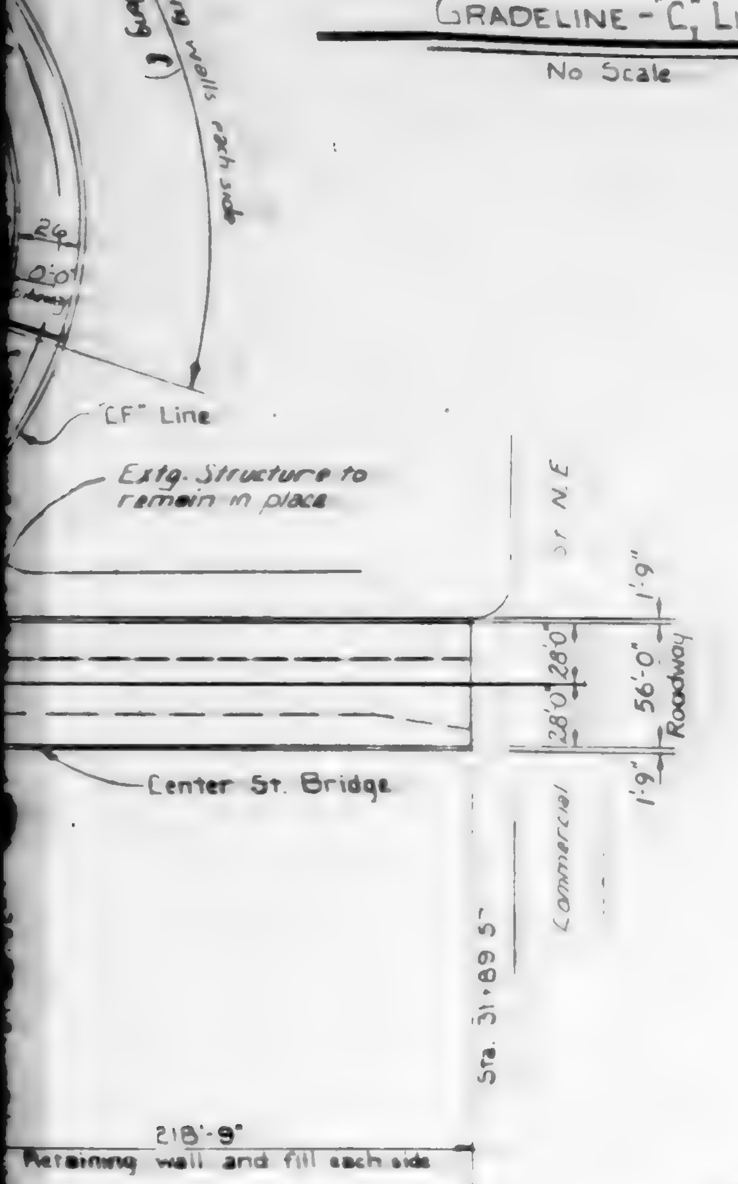
GRADELINE - "C" LINE

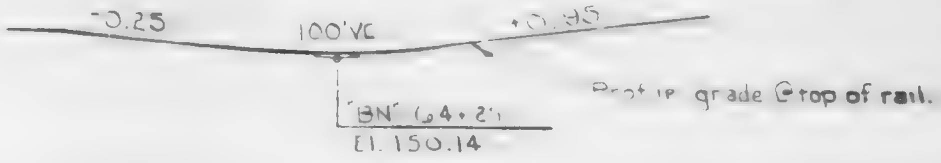
No Scale


36+82.70
El. 182.10
0.0%
95.4'V.C.
+2.6612%
35+80
El. 178.37
110'V.C.
Finish grade @ "CF" Line
+6.5023%
250'V.C.
0.0%
31+50
El. 151.41

GRADELINE - "CF" LINE

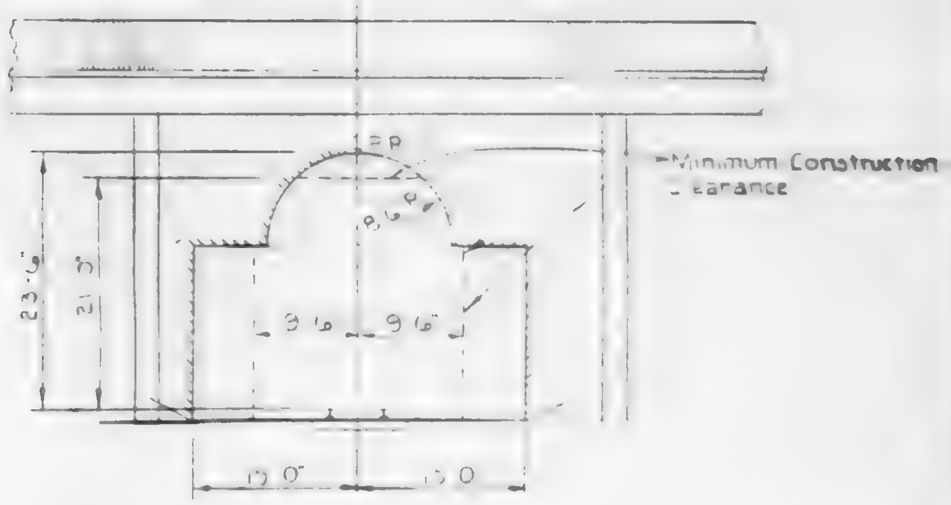
No Scale


335'-0" measured along ℄
Retaining walls each side
26
0'-0"
"CF" Line
Extg. Structure to remain in place
St. N.E.
1'-9"
28'-0"
28'-0"
56'-0" Roadway
1'-9"
Center St. Bridge
Commercial
Sta. 31+89.5
218'-9"
Retaining wall and fill each side

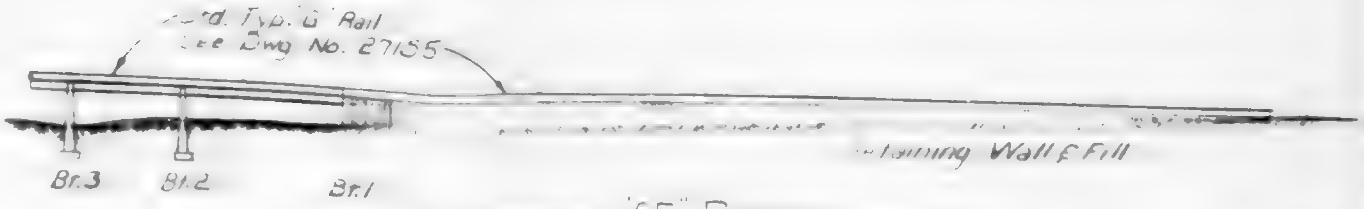

-0.25
100'VC
+0.95
"BN" 64+21
El. 150.14
Profile grade @ top of rail.

GRADELINE - BURLINGTON NORTHERN RAILROAD

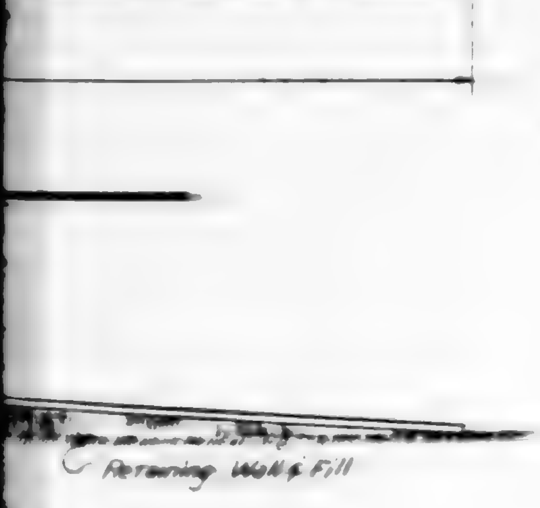
No Scale


T.R.
Minimum Construction Clearance
23'-6"
21'-3"
8'-6"
9'-6"
9'-6"
15'-0"
15'-0"

RAILROAD CLEARANCE DIAGRAM


Std. Typ. "B" Rail
See Dwg. No. 27155
Retaining Wall & Fill
Br. 3
Br. 2
Br. 1

ELEVATION - "CF" RAMP


℄ Retaining Wall & Fill

APPROVED .... P.E.
STRUCTURAL DESIGN ENGINEER
DESIGNED Shire, Thompson
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WILLAMETTE RIVER BRIDGE
(CENTER ST. - SALEM)

PLAN AND ELEVATION
RAILROAD CLEARANCE DETAILS

DATE November 1980
SHEET 3 OF 3
BRIDGE NO. 123K
DRAWING NO. 35722

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible] OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Bridge Discretionary Funds - Appn 119
Center Street Bridge-Oregon-FY 81

Date: November 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/407.4

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Fiscal year 1981 Bridge Discretionary funds for the Center Street Bridge have been allocated as follows:

Right of Way	$	880,000.
Construction		21,520,000.
Total	$	22,400,000.

Authorization to proceed will be given upon receipt of your request providing there is a sufficient balance available of your Federal-aid (80%) limitation, and providing all other Federal-aid requirements have been satisfied.

For G. L. Green

cc:
OSHD (D.E. Swan)

RECEIVED
STATE HWY ENGR
NOV 18 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

3 November 19 80

A PERMIT TO place approx. 8,200 cubic yards of concrete for bridge footings and 18,000 cubic yards of riprap used to protect the footings in conjunction with replacing the existing Center Street Bridge and widening the Marion Street Bridge for use by public.

AT Willamette River, Mile 84.5, in Marion & Polk counties, Salem, OR

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 3 November 19 80
200 Transportation Building
ADDRESS OF PERMITTEE Salem, OR 97310

PERMIT NUMBER 071-OYA-4-003680

TERENCE J. CONNELL
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

GPO

11/6/80 Original to Construction

cc General Files
Road Design
Bridge
Don Keyes, Location

Application No. 071-OYA-4-003680

Name of Applicant: OREGON STATE HIGHWAY DIVISION

Effective Date 3 November 1980

Expiration Date (If applicable): 30 November 1983

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated: 16 May 1980 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
200 Transportation Building
Salem, OR 97310

is hereby authorized by the Secretary of the Army:

to place approximately 8,200 cubic yards of concrete for bridge footings and 18,000 cubic yards of riprap used to protect the footings in conjunction with replacing the existing Center Street Bridge and widening the Marion Street Bridge for use by public.

in Willamette River, Mile 84.5, in Marion and Polk Counties

at Salem, Oregon

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

071-OYA-4-003680 (Willamette River - Fill).

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1 JUL 77 1721 EDITION OF 1 APR 74 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into effluent limitations and waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, pursuant to the Federal Water standards of performance, prohibitions, pretreatment standards and management practices established Act of 1972 (P.L. 92-532, Pollution Control Act of 1972 (P.L. 92-500, 86 Stat. 816), the Marine Protection, Research and Sanctuaries 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before ________________ day of ____________, 19 ________, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before ________________ day of ____________, 19 ________, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. Special Conditions: (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

b. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

c. Work permormed under this permit is further subject to such enforcement action as may be instituted by the State of Oregon or its agencies under the provisions of the Division of State Lands Material Removal/Fill Permit No. 3261.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______________ years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230.

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

______________________________ 10/31/80
PERMITTEE DATE

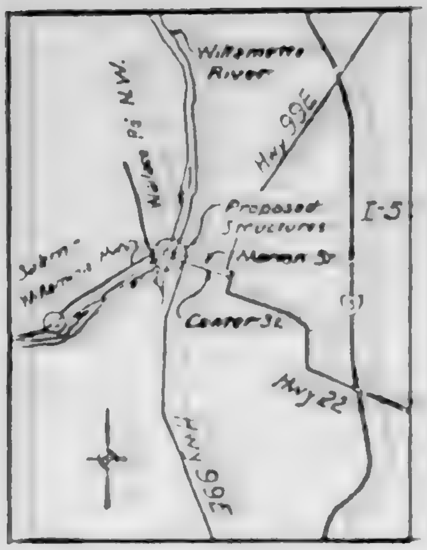
BY AUTHORITY OF THE SECRETARY OF THE ARMY

______________________________ 3 November 1980
TERENCE J. CONNELL DATE
Colonel, Corps of Engineers
DISTRICT ENGINEER
U.S. ARMY CORPS OF ENGINEERS

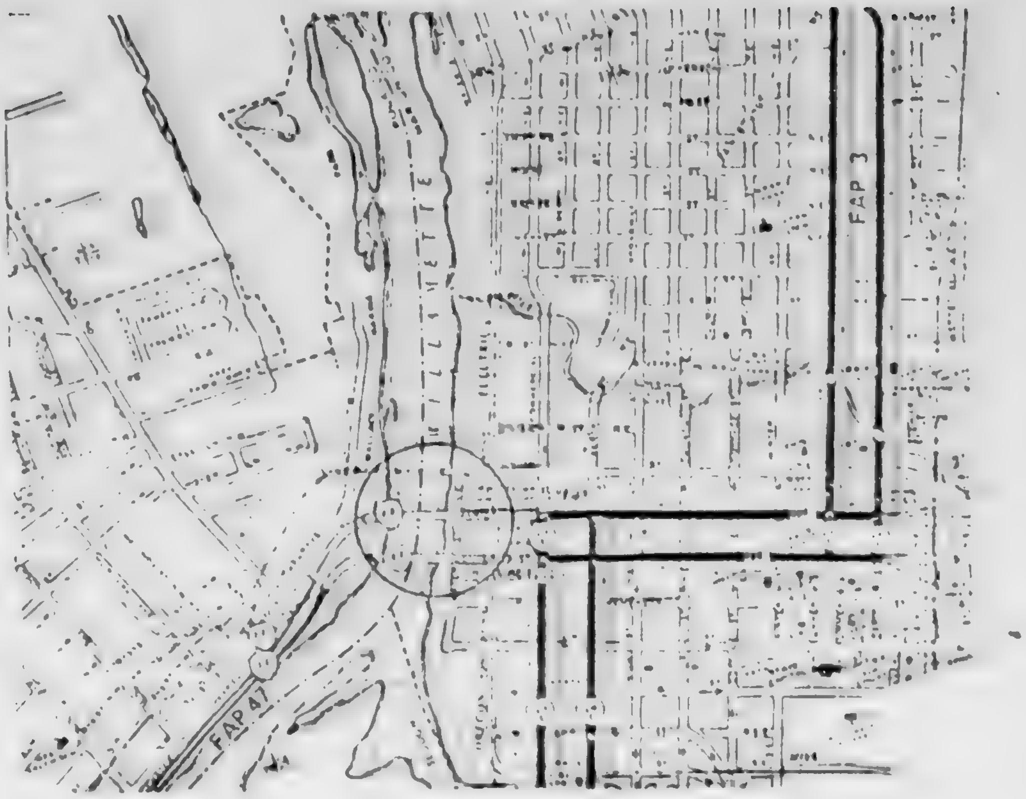
Transferee hereby agrees to comply with the terms and conditions of this permit.

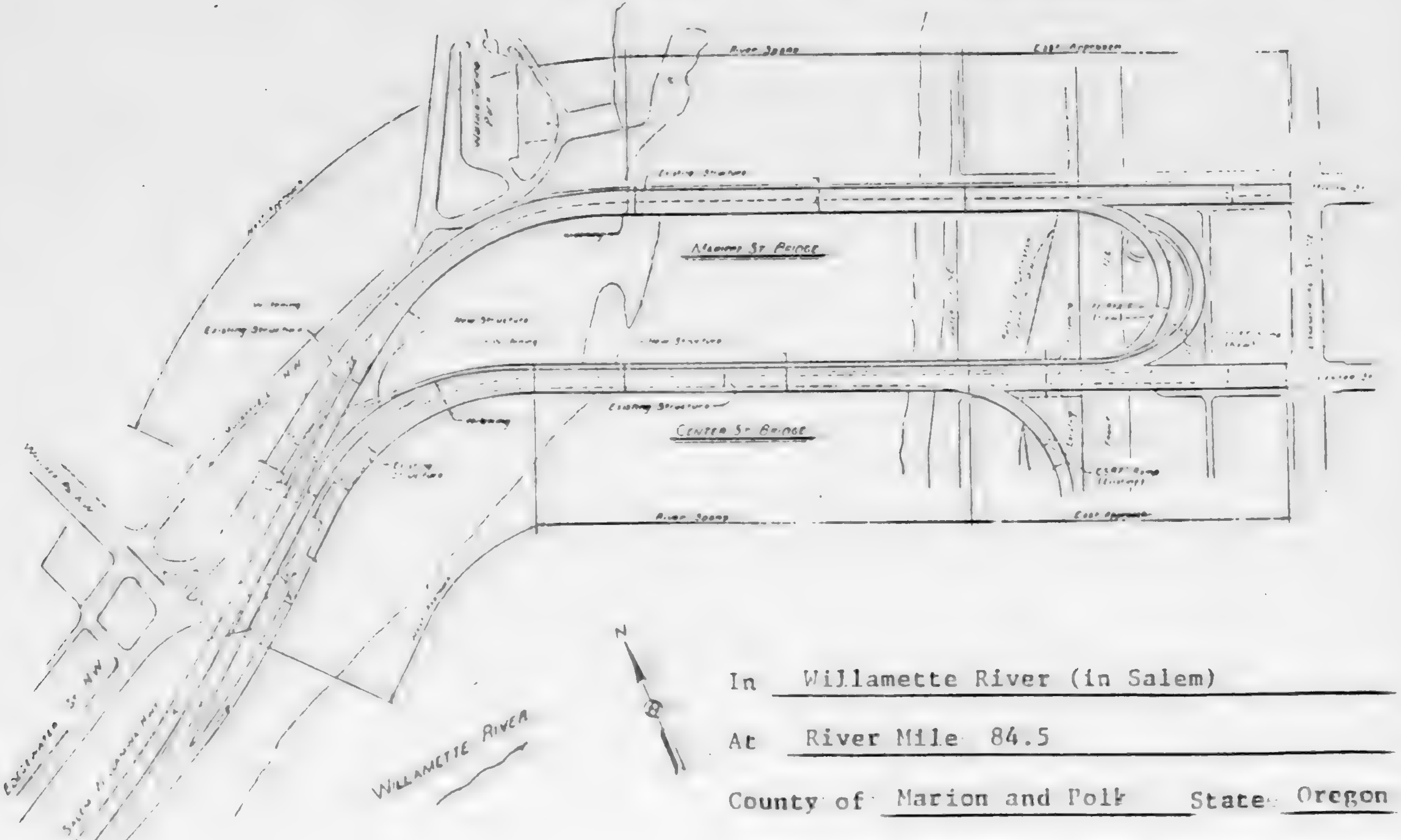
______________________________ ______________________________
TRANSFEREE DATE

003680 (Willamette River -- Fill)


Willamette River
Hwy 99E
Wallace Rd N.W.
Proposed Structures
Salem-Willamina Hwy
Marion St
I-5
Center St
Hwy 22
Hwy 99E

VICINITY MAP




River Spans
East Approach
Wallace Road Park
Existing Structure
Marion St Bridge
New Structure
New Structure
Existing Structure
Center St Bridge
River Spans
East Approach
Center St
Edgewater St N.W.
Willamette River
N

In Willamette River (in Salem)

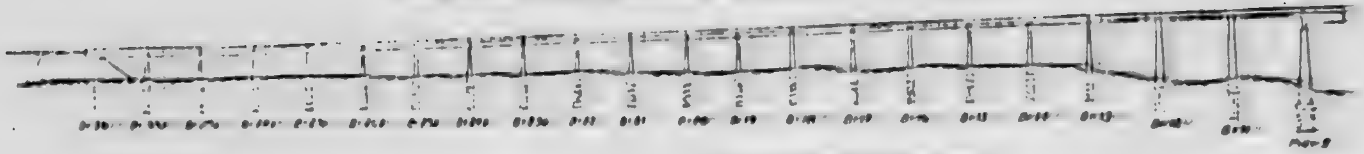
At River Mile 84.5

County of Marion and Polk State Oregon

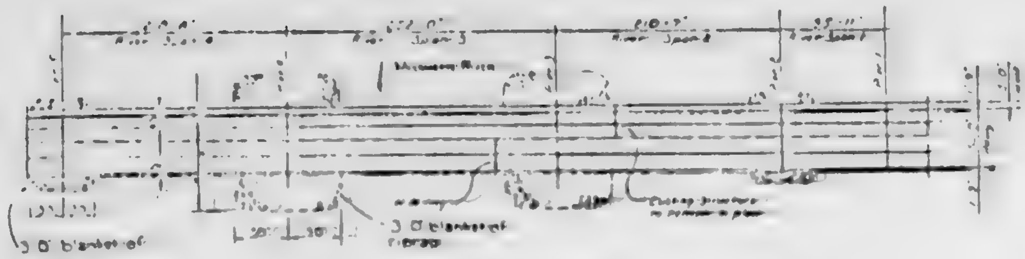
Application By Oregon State Highway Divisio

Date May 16, 1980 Sheet 1 of 3

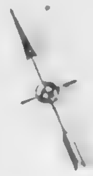
003680 (Willamette River - Fill)

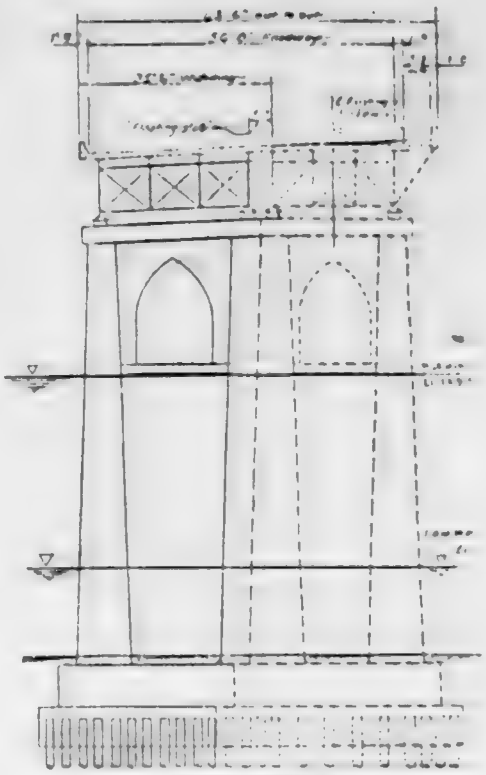


ELEVATION: WEST APPROACH

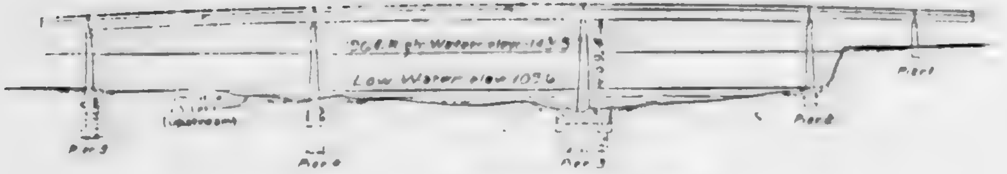

3.0' blanket of riprap
3.0' blanket of riprap

PLAN: RIVER SPANS

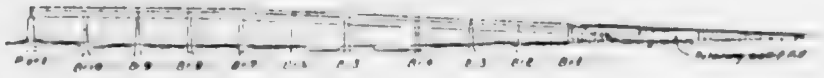




SECTION AT PIER 3
(Typical for River Spans)


Low Water elev 107.6
Pier 9
Pier 3
Pier 2
Pier 1

ELEVATION · RIVER SPANS



ELEVATION: EAST APPROACH

WILLAMETTE RIVER BRIDGE
(MARION ST.-SALEM)

In: Willamette River (in Salem)

Datum: USC&GS 1947 Adj.

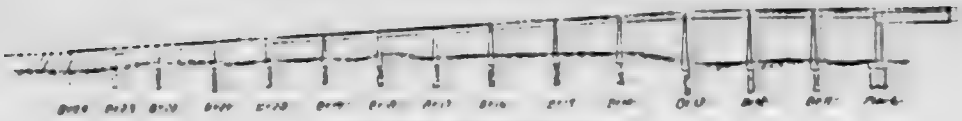
At: River Mile 84.5

County of: Marion and Polk State: Oregon

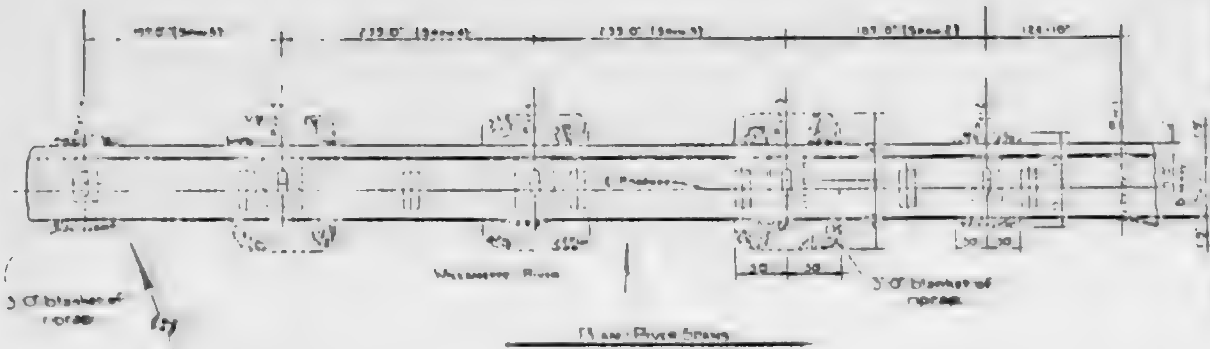
Application By Oregon State Highway Division

Date May 16, 1980 Sheet 2 of 3

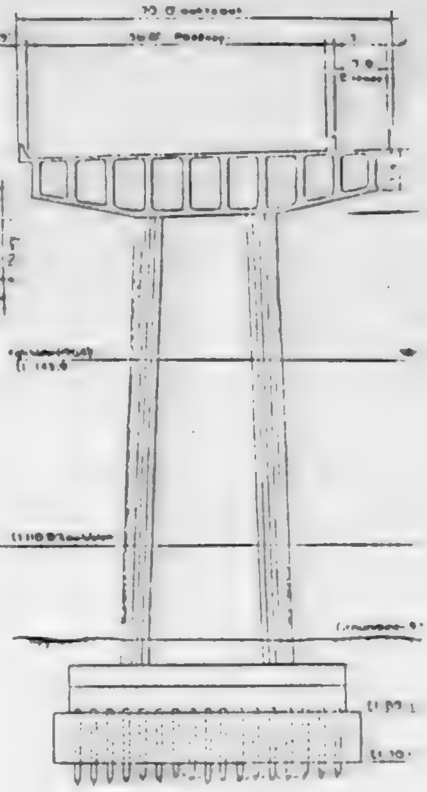
003680 (Willamette River - Fill)



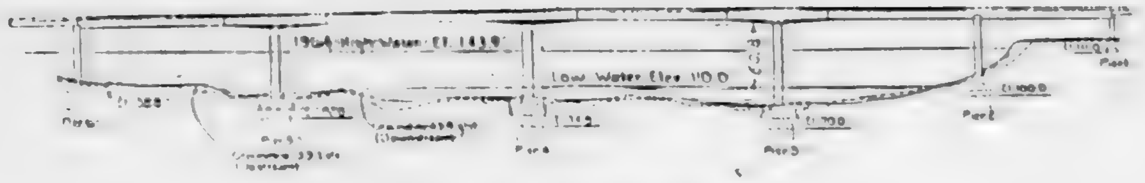
Elevation West Approach


Willamette River
3.0' blanket of riprap
3.0' blanket of riprap

Plan River Spans



Section at Pier 3


1964 High Water El. 143.9'
Low Water Elev 110.0
Pier 3

Elevation River Spans

Elevation East Approach

WILLAMETTE RIVER BRIDGE
(CENTER ST. - SALEM)

Datum = USC&GS 1947 Adj.

In Willamette River (in Salem)

At River Mile 84.5

County of Marion and Polk State Oregon

Application By Oregon State Highway Divisio

Date May 16, 1980 Sheet 3 of 3

October 22, 1980

CON 5

The Honorable Kent Aldrich
Mayor, City of Salem
City Hall
Salem, OR 97301

The Honorable Randall Franke
Chairman, Marion County Board
of Commissioners
Courthouse
Salem, OR 97301

Gentlemen:

Financing Center Street-Marion Street Bridge Project

I am pleased to advise you that the Transportation Commission took action on the second amendment to the Memorandum of Understanding transmitted to me in your letter of October 15, 1980. The Transportation Commission approved the concept outlined in the Memorandum of Understanding.

The State will supply the additional funds above and beyond the local commitment of $472,000 needed to match the transfer funds made available for the Marion Street Bridge project.

Sincerely,

F. B. Klaboe
Director

cc Alan Hershey, Director
Mid-Willamette Valley
Council of Governments

bc H. S. Coulter

LWR:jh fn

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

October 15, 1980

Mr. Fred B. Klaboe, Director
Department of Transportation
State of Oregon
Transportation Building
Salem, Oregon 97310

RE: Center/Marion Street Bridges Over Willamette
River: Financial Participation

Dear Mr. Klaboe:

Attached is a copy of the Second Amendment to the Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of The Salem Area Transportation Study, concerning the transfer of I-305 Funds.

Page 2 of the attached Second Amendment limits the amount of local matching funds the City and County will contribute to the Marion Street Bridge Project.

On at least two occasions in the past months, representatives from the City and the Council of Governments have discussed the concept of this limitation with you, Mr. Fred Klaboe, Director of the Department of Transportation. In accordance with those discussions and the signed document attached, we are hereby requesting that the Transportation Commission of the State of Oregon allocate additional State funds to make up the difference in the local match funds required for the Federal E-4 monies on the Interstate Transfer funded portion of the Marion Street Bridge Project.

Very truly yours,

MARION COUNTY, OREGON

Randall Franke
CHAIRMAN

COMMISSIONER

COMMISSIONER

CITY OF SALEM, OREGON

KENT ALDRICH, Mayor

BETTY J. MARSH, City Recorder

Attachment: Second Amendment

RECEIVED
DOT DIRECTOR
OCT 15 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

SECOND AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF SALEM, MARION COUNTY, AND THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY CONCERNING THE TRANSFER OF I-305 FUNDS

On the 18th of May, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "County", and THE SALEM AREA TRANSPORTATION STUDY, hereinafter called "SATS", entered into an agreement concerning the transfer of the I-305 funds to alternate projects. That agreement was further amended on the 6th of June, 1979.

It is the desire of the City and County, due to changing conditions and circumstances, to make a second amendment to the original agreement in order to re-designate priorities on the bases of transportation needs and realistic construction schedules.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to further amend the Memorandum of Understanding dated the 18th of May, 1977, as amended on the 6th of June, 1979, to re-designate priority projects for the use of withdrawn I-305 funds as follows:

1. The Front Street project, now under construction
2. The Liberty Commercial couplet
3. Hawthorne Avenue
4. Marion bridge, concurrently with State of Oregon replacement of the Center Street bridge.
5. The Salem Parkway project.
6. South Commercial
7. Mission Street
8. Kubler Interchange
9. State Street

IT IS FURTHER AGREED that the City Council and Marion County Board of Commissioners will request the Oregon Transportation Commission to increase its financial support of the Marion Street bridge project as follows:

Specifically, the Marion Street Bridge Project, 1978 estimated local matching funds for City and County, are respectively, $437,000 and $35,000. In petitioning the Transportation Commission, the parties would request that the amount of local match for the Marion Street bridge not exceed the above mentioned dollars, and that any additional local match funding for this project be the sole responsibility of the State of Oregon. The City and County recognize that currently estimated requirements for Interstate Transfer funds for the Marion Street Bridge improvement are $9,943,000. It is agreed that, subject to City, County and State providing required local matching funds, I-305 Federal funds will be used for the Marion Street Bridge in the amount of the current project estimate, subject to reasonable changes resulting from final design and inflation. However, City and County specifically reserve the right to reopen the question of priority and funding of the Marion Street Bridge at any time that the current project estimate is increased by more than 50% of the current figure.

IT IS FURTHER AGREED that except as set forth in this second amendatory agreement, the first amendatory agreement and the original agreement of the parties, dated the 6th of June 1979, and the 18th of May, 1977, respectively, shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this second Amendatory Agreement this 29th day of August, 1980.

APPROVED AS TO FORM:

Marion County Legal Counsel

MARION COUNTY BOARD OF COMMISSIONERS

Randall Franke
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

APPROVED AS TO FORM:

Salem City Attorney

CITY OF SALEM

Mayor

Patricia Wade
City Recorder, Deputy

COORDINATING COMMITTEE OF THE
SALEM AREA TRANSPORTATION STUDY

Chairman

MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF SALEM, MARION COUNTY, AND THE
COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY
CONCERNING THE TRANSFER OF I-305 FUNDS

This Memorandum of Understanding between the City Council, hereinafter called "City", the Marion County Board of Commissioners, hereinafter called "County", and the Coordinating Committee of the Salem Area Transportation Study, hereinafter called "SATS", concerns the duties of the respective parties following the withdrawal of Interstate 305 from the Interstate System and the responsibility for obtaining local matching financing for the withdrawn Interstate funds.

WHEREAS, it has been determined that the major traffic movements for serving the convenience and safety of the citizens of Marion County, particularly those residing within the Salem Urban Area, are best served by the completion of major arterial street projects as indicated below, and

WHEREAS, one of those projects -- a four-lane, controlled access arterial -- is deemed to be an effective substitute for Interstate 305 on the existing corridor ~~right of way, purchased by the State of Oregon,~~ and

WHEREAS, it requires the mutual cooperation of both Marion County and the City of Salem to accomplish and secure financing for these projects,

NOW THEREFORE, be it agreed between the parties that the following objectives and responsibilities are accepted and adopted as firm policies of the parties as follows:

The City and County Both Agree:

1. To accept and be guided by the list of projects, as set forth in Attachment A, which is attached hereto and by this reference made a part thereof, and the priority numbers assigned to each insofar as practical when scheduling the use of transferred funds and applying local monies as match to these funds. It is recognized that by necessity certain requirements, including environmental impact statements and preliminary engineering, must precede the actual award of construction contracts and will to that extent effect the actual scheduling of projects.

2. To agree that the development of a four-lane controlled access arterial extending from Interstate 5 to Hickory Street in the City of Salem be established as the area's highest priority of the various substitute projects, and that the development of this arterial shall occur as rapidly as possible consistent with State and Federal scheduling procedures.
3. To jointly prepare and submit annually a list of transfer projects selected from the list of projects on Attachment A to SATS as the basis for the expenditure of Federal Interstate Transfer funds. The City and County will actively work to secure funding for the list of projects submitted to SATS.
4. To cooperate in the design of projects in order to best serve the needs of the urban area, particularly when a project traverses areas both inside and outside the City limits.

Specifically, the City of Salem Arees:

1. To immediately proceed with the annexation of land along the State purchased right-of-way in order to obtain City financing for the local match requirement to construct the arterial replacement of Interstate 305. It is recognized that the annexation of this right-of-way may, by necessity, proceed in phases.
2. To provide all the local matching funds for the construction of the four-lane arterial along the I-305 corridor, and to proceed with all reasonable speed toward the construction of that facility upon securing the local matching funds. It is specifically recognized that local matching funds are to include the arterial connections to the Interchange at Interstate 5, in addition to that portion of the arterial southwesterly of Keizer Road to Hickory Street.
3. To prepare a draft Environmental Impact Statement on the arterial replacement to Interstate 305 upon the availability of Federal Interstate Transfer Funds, in order to expedite the development of the replacement arterial and ensure effective use of State purchased right-of-way. It is understood that the City will seek engineering and certain environmental services from the Oregon Department of Transportation for the design aspects of the draft Environmental Impact Statement.

Specifically, Marion County Agrees:

1. To assist the City in the annexation of the Interstate 305 corridor to the extent practicable in order to secure City financing for the said replacement arterial.

Specifically, SATS Agrees:

1. To be guided in the scheduling of federal Interstate Transfer funds by the priorities given in Attachment A.
2. To accept the development of a four-lane, controlled access arterial extending from Interstate 5 to Hickory Street as the area's highest priority and to arrange the scheduling of federal Interstate Transfer funds to facilitate to the greatest extent practicable the development of the aforementioned arterial.
3. To identify each of the projects given in Attachment A in the revised SATS Transportation Plan and include the priority listing established in the Attachment as part of the aforementioned Plan. It is specifically recognized that the Oregon Department of Transportation and the Federal Highway Administration have represented to the parties that, at their sole costs, they will develop a full-access controlled interchange on Interstate 5, at Chemawa Road, including the extension of Chemawa Road over the Southern Pacific Railroad tracks, and that these plans will be incorporated within and made part of this Plan.
4. To continue scheduled Federal Aid Urban funding for the projects known as the Olsen Road and Lockhaven-Chemawa extensions in Marion County.
5. To prepare the socio-economic-environmental aspects of the Environmental Impact Statement and schedule this work in the fiscal 1977-78 Unified Work Program.

Specifically, All Parties Agree:

1. That Attachment A cannot be changed or the priorities redesignated without the written consent of all parties of this Agreement.

IN WITNESS WHEREOF the parties have executed this Agreement this ____ day of May, 1977.

ATTACHMENT A

I-305 TRANSFER PROJECTS

Project	Jurisdiction
1. I-305 Replacement Arterial (I5-Hickory)	Salem/Marion
2. South Commercial Street (Superior-Vista)	Salem/OSHD
3. Front Street Bypass (Pine-12th)	Salem
4. Marion Street Bridge	Salem/OSHD
5. Center Street (13th-24th)	Salem
6. Mission Street (12th-25th)	Salem
7. North River Road (Selected Locations)	Marion
8. Chemawa Road (I5-Portland Road)	Marion
9. Cherry Avenue (I-305 Replacement Arterial-Shady Ln.)	Marion
10. Verda Lane (I-305 Replacement Arterial-Dearborn)	Marion
11. Kubler Boulevard Interchange	Marion/OSHD
12. State Street (25th-Lancaster)	Salem
13. Church Street Extension (Church-Broadway)	Salem
14. South Commercial Street (Barnes-Vista)	Salem/OSHD
15. Hyacinth Street Extension (Portland Road - I-305 Replacement Arterial)	Salem
16. Hawthorne Avenue (Center-State)	Salem

ATTACHMENT A

PROJECT DESCRIPTIONS

1. I-305 Replacement Arterial. The replacement arterial will extend from I-5 to Hickory Street, have four travel lanes, and be designed as a controlled-access facility.

2. South Commercial Street. This project will extend between Superior and Vista and operate as a five-lane, reversible lane facility.

3. Front Street Bypass. Involved in this project will be the installation of the Marion Street Bridge ramps; the development of Front Street and the Pringle Creek Parkway to a total of 4-6 lanes; revisions to the traffic patterns of Court, State, and Chemeketa Streets; and the restoration of the North Liberty-Commercial Couplet between the Front Street Bypass and Pine Street.

4. Marion Street Bridge. An additional lane will be added to the current structure.

5. Center Street. This project involves the extension of Marion Street eastward, on new alignment, to Center Street; the widening of Center between Wyatt Court and 18th Street to five lanes; and intersection improvements at 24th Street.

6. Mission Street. This project will widen Mission Street to five-lanes between 12th and 25th, following current alignment.

7. North River Road. Turning refuges and either new or improved signalization at the Manbrin, Dearborn, Hollyhock, Sunset, and Glynbrook intersections are involved in this project.

8. Chemawa Road. Extending between 99E and I-5, this section of Chemawa Road will be partially widened and reconstructed.

9. Cherry Avenue. To improve traffic flow from the I-305 replacement arterial, this section of Cherry will be widened to a total of four lanes. Improved signalization will be provided at the intersection with North River Road.

10. Verda Lane. Involved in this project is the realignment of Verda Lane to coincide with the easterly extension of Hyacinth Street, and intersectional improvements at the Dearborn intersection.

11. Kubler Boulevard. A full-access interchange will be constructed at the intersection of Kubler Boulevard and I-5.

12. State Street. This project involves widening State Street to four-lanes between 25th and Lancaster Drive.

13. Church Street Extension. This project involves the construction of a two-lane diagonal extending north from Union Street to an intersection with Broadway near Division Street.

14. South Commercial Street. This project involves widening South Commercial Street between Barnes and Vista to a total of 4-5 lanes.

15. Hyacinth Street Extension. This project involves the construction of a new, two-lane extension of Hyacinth westerly to the Verda Lane project (#10).

16. Hawthorne Avenue. The extension of Hawthorne Avenue south, on new two-lane alignment between Center and State Streets is involved in this project.

TO BE A TRUE AND
BY —— DEPUTY

FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF SALEM, MARION COUNTY, AND THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY CONCERNING THE TRANSFER OF I-305 FUNDS

On May 18, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "COUNTY", and THE SALEM AREA TRANSPORTATION STUDY, hereinafter called "SATS", entered into an agreement concerning the transfer of the I-305 funding to alternate projects Said agreement provided, in part, that an attached list of project priorities, Attachment A, could not be changed or the priorities redesignated without the written consent of all parties to that agreement.

It is the desire of City, County, and SATS, due to changing conditions and circumstance to amend the said original agreement of May 18, 1977, in order to redesignate and regroup some of the priorities set forth in said agreement.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to amend Attachment A of the May 18, 1977 agreement to redesignate and regroup the priority projects for the use of withdrawn I-305 funds as follows:

1. Front Street Bypass
    - A. Front Street
    - B. Liberty-Commercial Streets NE
    - C. Ferry-Trade Couplet
2. Mission Street
3. South Commercial Street - Superior-Vista
4. A. I-305 Arterial
    - B. Hyacinth Avenue
    - C. Verda Lane
    - D. Cherry Avenue
    - E. Chemawa Road

FILED
1979 JUN 28 PM 3:57
CLERK
DEPUTY

5. Kubler Boulevard Interchange @ I-5

6. A. Hawthorne Avenue

   B. State Street

7. A. Marion Bridge Lane

   B. Bridge Ramps

   C. Pedestrian/Bikeway Bridge

IT IS FURTHER AGREED that the cost sharing for the local match money to obtain the Federal funds for said projects shall be as follows:

1. The County shall pay 7.5% of the total matching fund cost.
2. The City shall pay 92.5% of the total matching fund costs.

IT IS FURTHER AGREED that except as set forth in this First Amendatory Agreement the original Agreement of the parties dated May 18, 1977 shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this First Amendatory Agreement this 6th day of June, 1979.

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

Frank C McKinney
Marion County Legal Counsel

CITY OF SALEM

Mayor

APPROVED AS TO FORM:

Salem City Attorney

Attest:

Deputy City Recorder

COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY

Chairman

ION ST. AND CENTER ST. BRIDGE
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

10-1-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,[illegible]00,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY/County
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	528,000 - - - -	~~$1,000,000~~ 472,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	~~[illegible]~~ 700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,300,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - - 472,000
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,300,000	~~[illegible]~~ $1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

MARION AND CENTER STREET BRIDGES

The attached construction bar graphs show a proposed construction schedule for the two bridges. The actual construction times may vary from this schedule depending on the contractors' operations.

The Marion Street Bridge must be completed and the Center Street traffic moved to Marion Street before the main river span of the Center Street Bridge can be started. Assuming a bid letting date of mid May to early June 1981, the contractor would probably start work about the first of July 1981. His first priority would be the river piers for the Marion Street Bridge. These piers could not be completed before the high water season which is usually November, December, and January. Consequently the construction of the river piers would extend into the summer of 1982. During this period the steel beams for the Marion Street superstructure would be made and delivered to the site. This steel would be put into place as soon as the piers were complete.

After the steel beams are placed a concrete deck would be poured and the handrails and other accessories completed. During this period of time both the east and west approaches, the ramp, the detours, and the signing and illumination would be completed.

As soon as the traffic can be moved off the Center Street Bridge, which will be about the first of the year in 1983, the existing main spans of the Center Street Bridge can be removed. Pier construction can start as soon as the river levels will allow. The piers and the superstructure, which for this bridge will be a poured-in-place concrete box girder, will take two construction seasons to complete and should be completed sometime in the fall of 1984. The east and west approaches and the ramps can be constructed at any time during the construction period of both the Marion and Center Street Bridges.

The center Street traffic can be returned to the Center Street Bridge in the fall of 1984. The detours would then be removed which will allow the ramps to be completed. The signing and illumination would be completed during this period and the project completed during the summer of 1985.

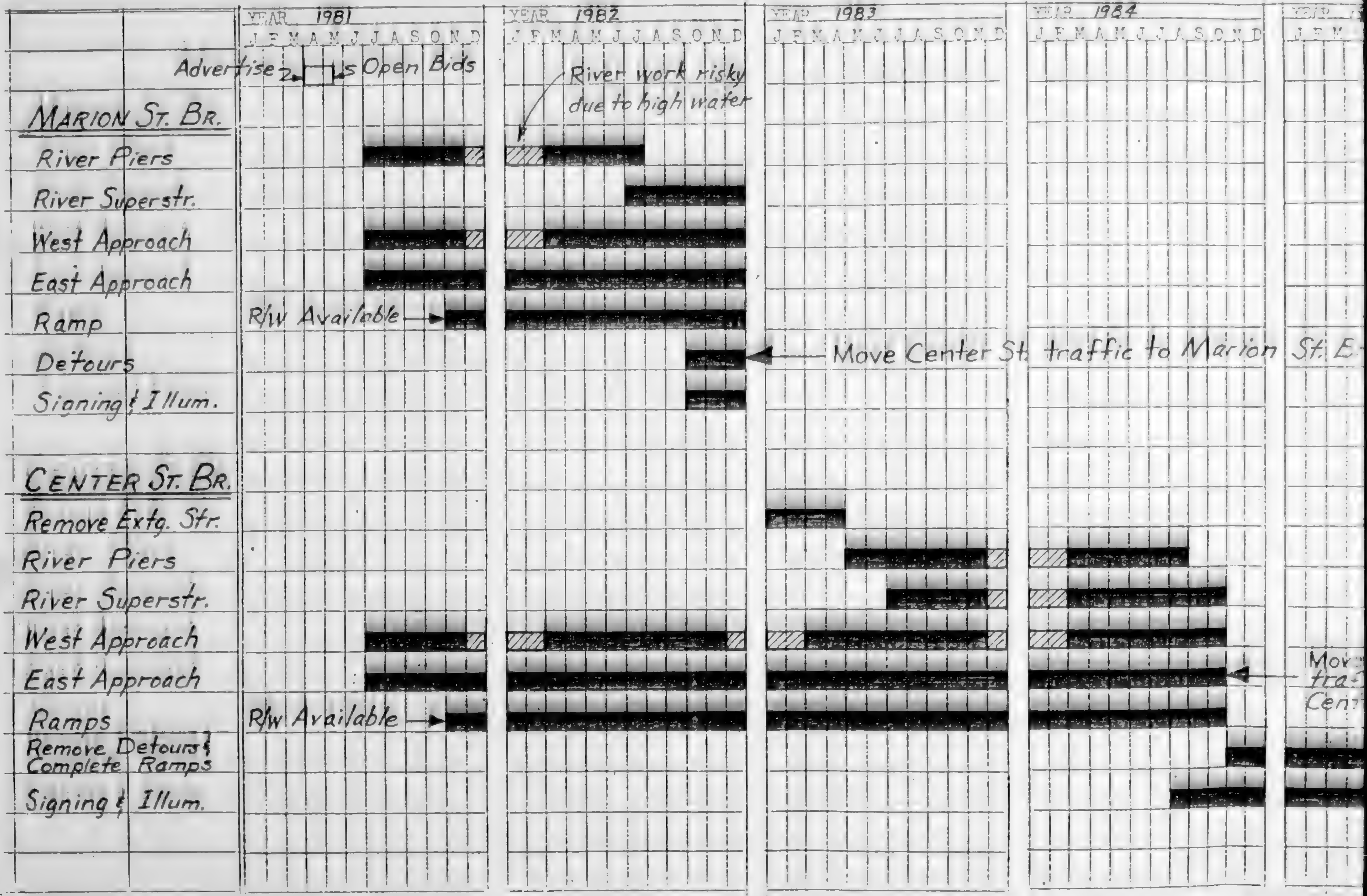
Whether the project is done as one contract or two will not change the completion date. If built with two contracts, work on the Center Street Bridge would not be started until that contract was awarded.

JMT:dh
9-30-80

MARION AND CENTER ST. BRIDGES

10-1-80

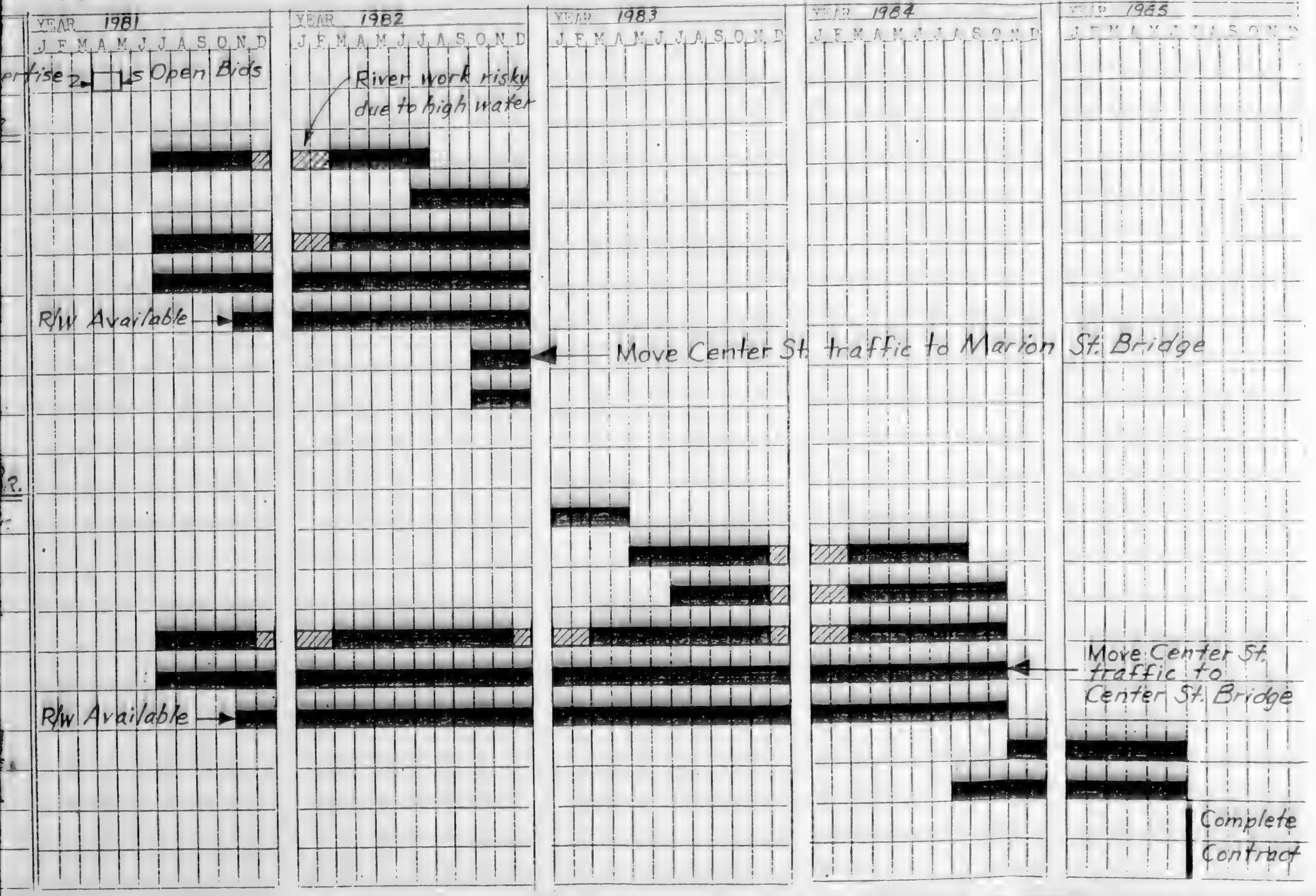
CONSTRUCTION SCHEDULE - ONE CONTRACT



MARION AND CENTER ST. BRIDGES

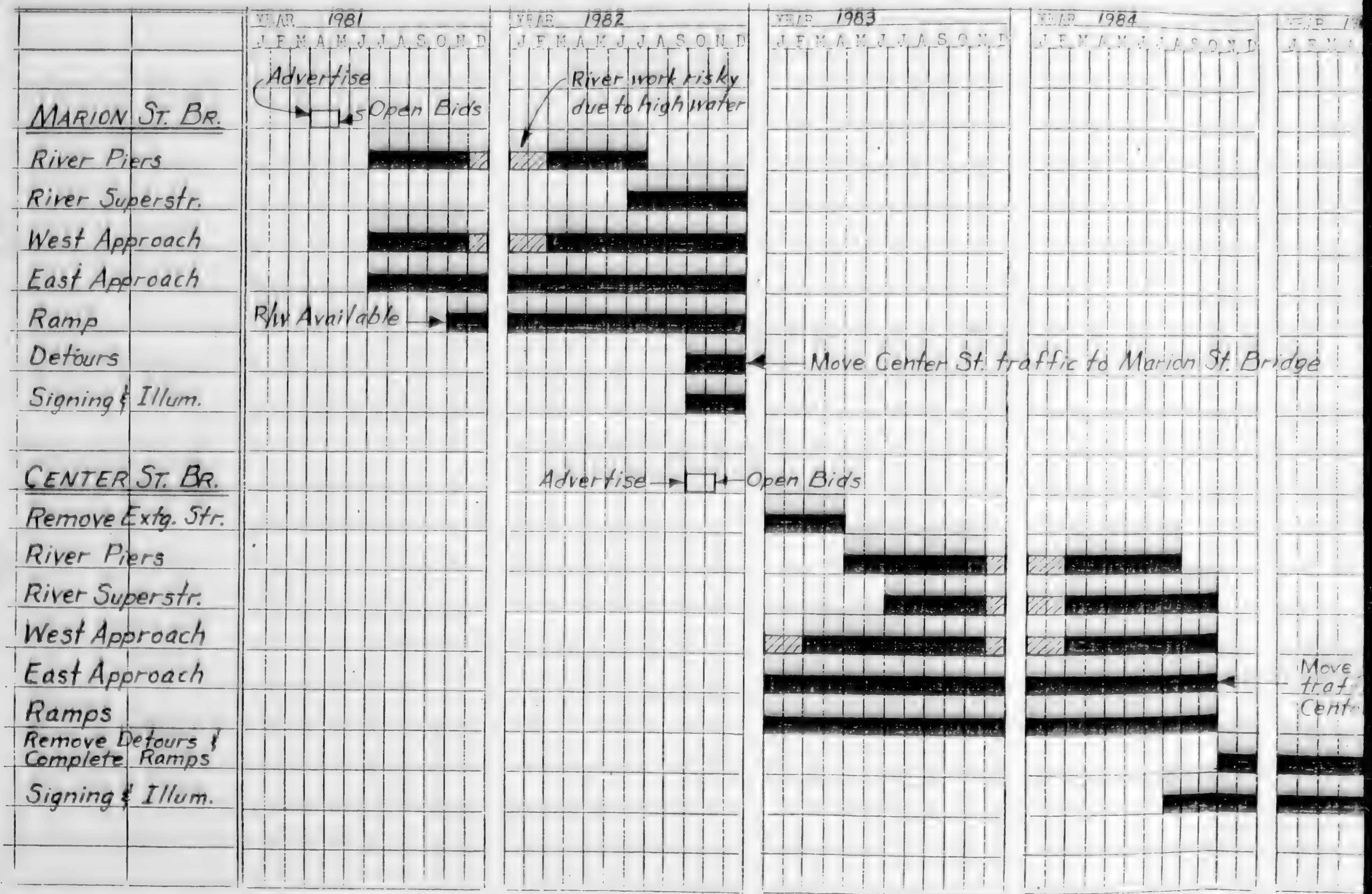
10-1-80

CONSTRUCTION SCHEDULE - ONE CONTRACT



MARION AND CENTER ST. BRIDGES 10-1-80

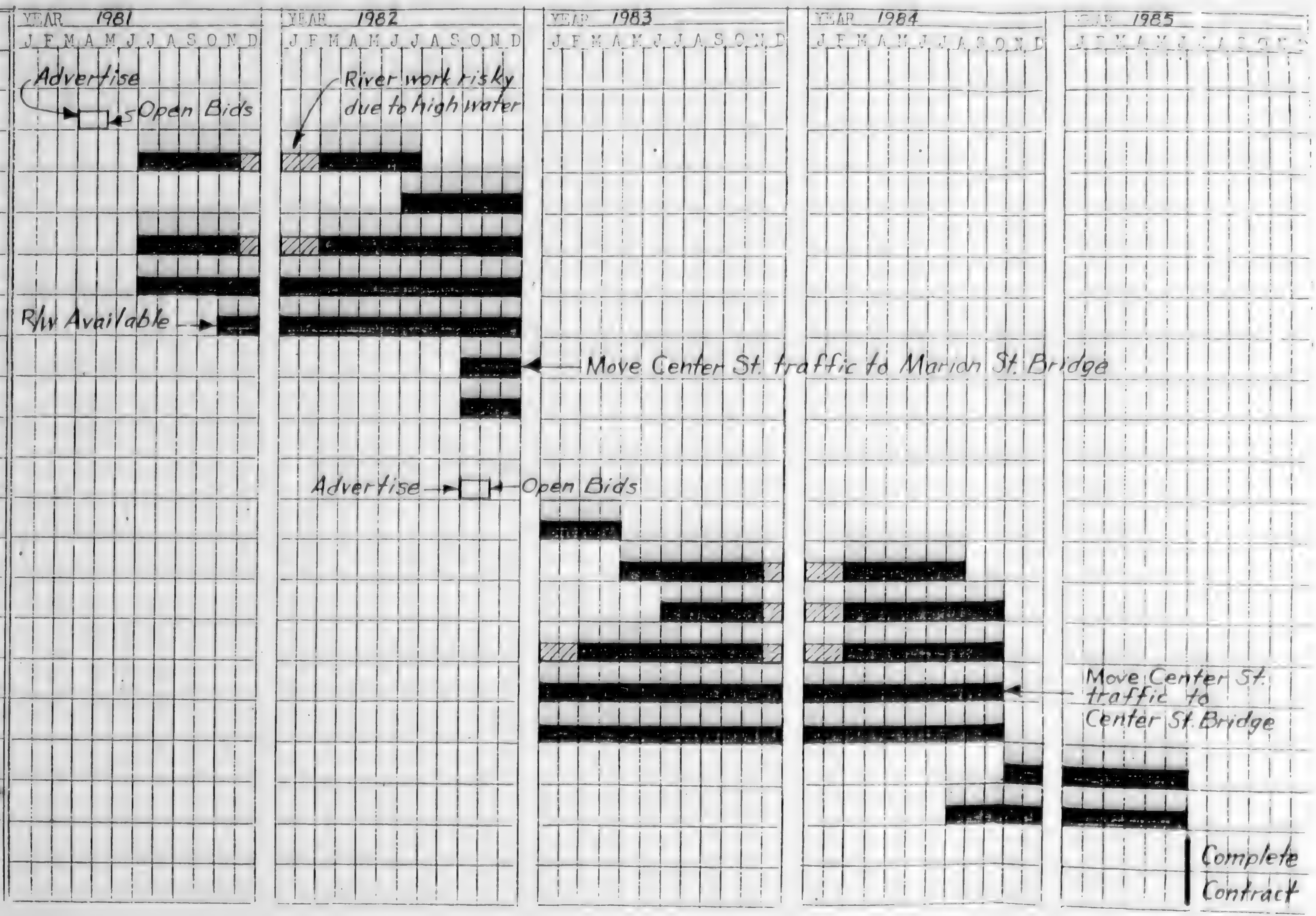
CONSTRUCTION SCHEDULE - TWO CONTRACTS



MARION AND CENTER ST. BRIDGES

10-1-80

CONSTRUCTION SCHEDULE - TWO CONTRACTS



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
OCT 22 '80
REFER TO
FOR

Info	Inve	R/D	D/R	Sign	Act	

October 21, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

Willamette River (Center & Marion St., Salem)Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123K, 7253B

Enclosed are five reduced prints of Drawings 35270-35276, 35278, 35279 and 35214-35217 which are the preliminary plan and elevation sheets and vicinity maps for these structures. Also enclosed are five prints of the detour plan, five copies of the foundation report which has the hydraulic report in the appendix, five copies of an addendum to the hydraulic report, and five copies of the Cost and Funding Summary.

The alignment, roadway width, sidewalk and bikeway are in accordance with the standards governing this project. The elevations and lengths were established to match existing approach spans and existing city streets at each end of the project.

The river spans of the Marion Street Bridge will be widened using welded steel plate girders with a concrete deck. A three girder system was chosen over a four or two girder system for economic reasons and to eliminate a fracture critical two girder system.

The river spans of the Center Street Bridge will be replaced with a cast-in-place post-tensioned concrete box girder. The span arrangement was chosen to match the existing channel openings created by the Marion Street Bridge, while allowing the new piers to be constructed adjacent to, rather than on top of, the existing pier footings. The piers will be placed perpendicular to the centerline of roadway. The addendum to the hydraulics report indicates that a seven degree skew angle would align the piers with the flow at high water. We do not anticipate that a seven degree angle between the pier and the direction of flow would cause significant erosion. Three other alternate type structures were studied. A welded steel plate girder and a precast segmental concrete system were studied and estimated to be up to one million dollars more costly. A third alternate using post-tensioned concrete box girders, cantilevered from the piers, and drop-in prestressed beams was studied and estimated to be comparable in cost. The cast-in-place alternate was chosen on the basis of aesthetics.

The approach spans of both bridges on the east side of the river will be widened using cast-in-place reinforced concrete box girders. The existing Spans 3, 4 and 5 of the Center Street Bridge will be removed and replaced with a cast-in-place reinforced concrete box girder. The removal of these spans is necessary in order to eliminate a conflict between the existing columns of Bent 4 and the proposed alignment of the "FNBM" ramp.

The approach spans of both bridges on the west side of the river will be widened using cast-in-place reinforced concrete deck girders.

Two-inch P.C.C. deck resurfacing will be placed on all existing decks that will remain in place, except the existing South Bound Ramp off the Center Street Bridge.

The Marion Street Bridge will be constructed first, along with the appropriate detours as shown on the accompanying drawing. After completion of the Marion Street Bridge and detours, the Center Street traffic will be detoured to the Marion Street Bridge and the Center Street Bridge will be constructed. A portion of the new ramps must be completed after traffic has been restored to the Center Street Bridge.

The estimated cost of these structures is outlined in the attached

"Cost and Funding Summary". These costs include an allowance for engineering and contingencies.

We request your approval of our preliminary plan.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Encl.

cc ~~E.~~ S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
C. O. Fredrickson /w/ 1 set prints plus detour plan
G. L. Potter /w/ 1 set prints

RION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

Revised 10-20-80

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br. River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	- -	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	- -	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY/COUNTY**
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	$ 528,000	$ 472,000
Marion St. Br. (HBR)	(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,828,000	$ 472,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,828,000	$ 472,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**City-County share limited to $472,000.

DES 23
123K,72538

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

October 14, 1980

Center St. and Marion St. Bridges
Willamette River
Salem, Oregon

In order to complete the foundation design for the Center Street and Marion Street Bridges project, foundation exploration work is required. To accomplish this work, a barge mounted drill rig will be put into the Willamette River on Friday, October 17, 1980, for approximately three weeks.

The drill rig will work adjacent to the shore initially. Only one exploratory test boring will be necessary adjacent to the main channel. It is anticipated that this boring will be started no sooner than October 29, 1980. At that time, the barge will be adjacent to the main channel, but not in it. Radio contact with the drill barge will be possible on Channel 2.

Walter J. Hart
Bridge Engineer

bc ~~E. S.~~ Hunter
C. O. Fredrickson
Bill Fretwell

JEC:smd

RECEIVED
TECHNICAL SERVICES
OCT 14 '80
REFER TO
Info

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No:

October 14, 1980 NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Center St. and Marion St. Bridges
Willamette River
Salem, OR

Enclosed are the originals and three prints each of revised Sheet 4 of 4, Plan and Elevation, Proposed Marion Street Bridge and Sheet 5 of 5, Plan and Elevation, Proposed Center Street Bridge. These two drawings have been revised to indicate vertical clearances different from the drawings submitted with the original permit application.

The vertical clearances were revised due to structural changes found to be necessary during the design process. After a review of these two drawings, please advise as to any additional information you require. We hope that this will not delay the issuance of the permit for the construction of these two structures.

ORIGINAL SIGNED
WALTER J. HART

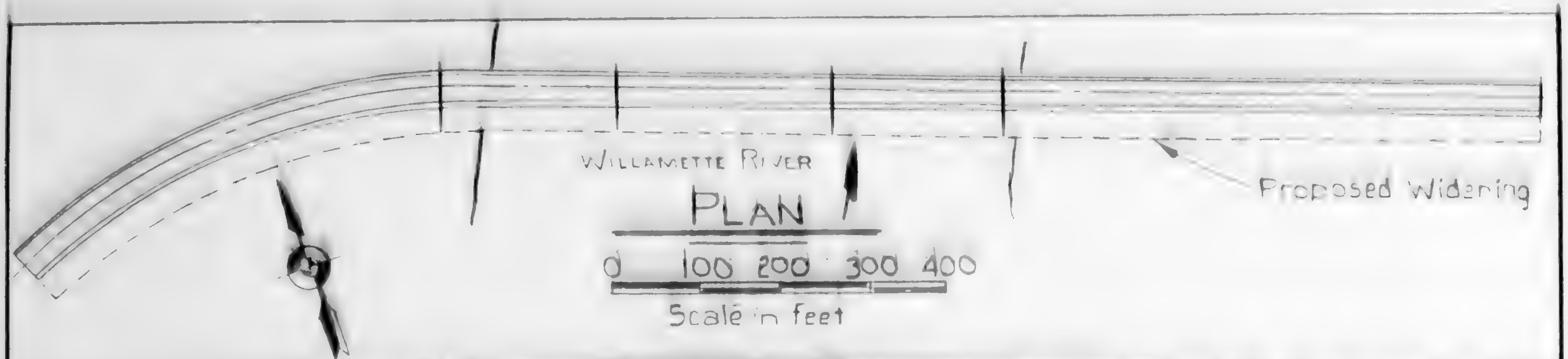
Walter J. Hart
Bridge Engineer

~~cc E. S.~~ Hunter /w/ attach.
J. H. Versteeg /w/ attach.
Frank Terpin /w/ attach.
C. O. Fredrickson /w/ attach.

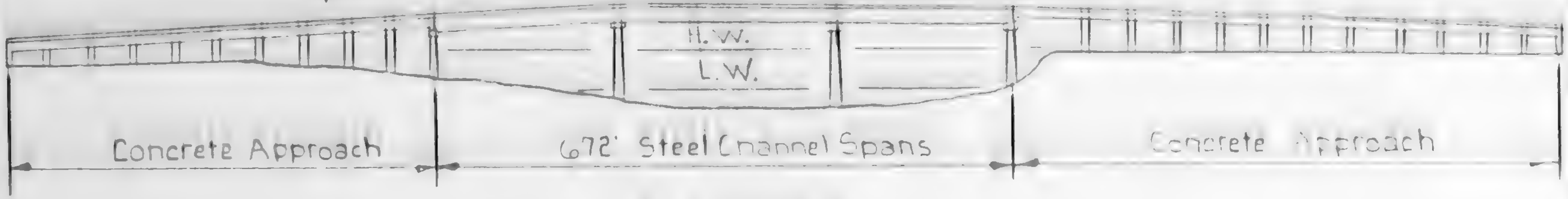
WJH:smd

REC
TECHNICAL S
OCT 1 5 19
REFER TO
Info

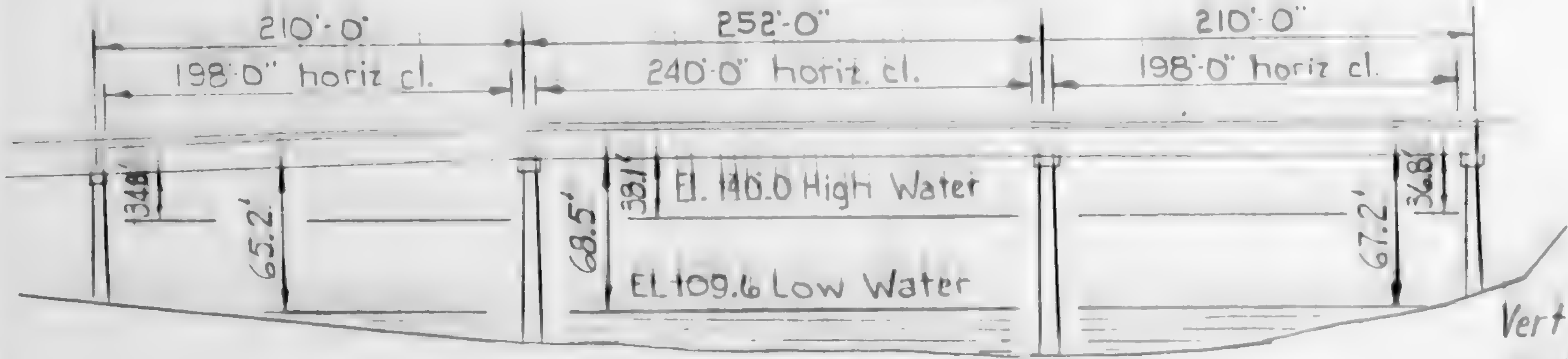
Form 734-3122


Willamette River
Proposed Widening
0 100 200 300 400
Scale in feet

PLAN


H.W.
L.W.
Concrete Approach
672' Steel Channel Spans
Concrete Approach

ELEVATION


210'-0"
198'-0" horiz. cl.
252'-0"
240'-0" horiz. cl.
210'-0"
198'-0" horiz. cl.
34.8'
65.2'
68.5'
33.1'
El. 140.0 High Water
El. 109.6 Low Water
67.2'
36.8'

Vertical clearances revised 10/14/80

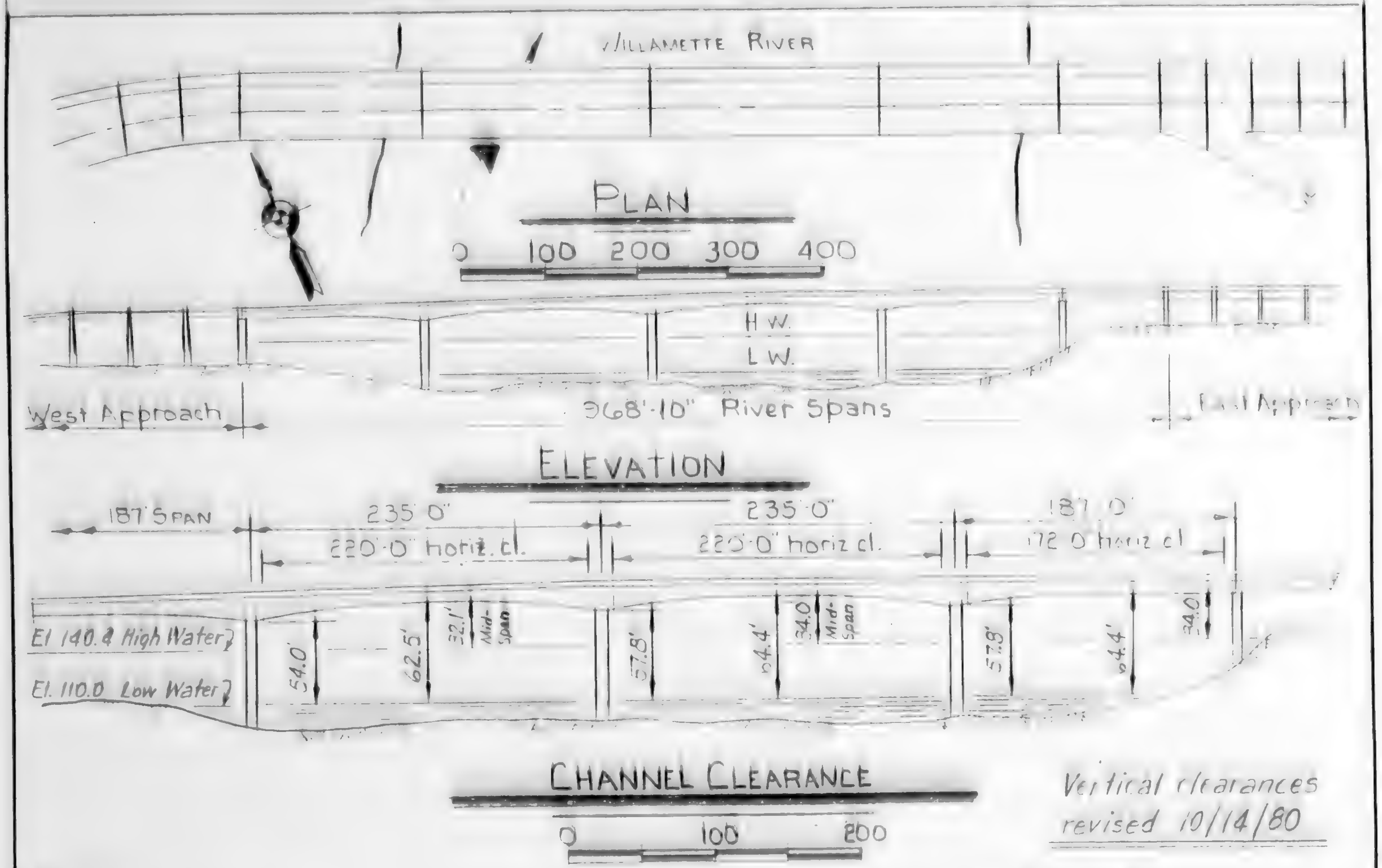
ELEVATION OF CHANNEL SPANS

0 50 100 150 200
Scale in feet

Datum:
U.S.C.&G.S, 1947 ADJ.

Note:
High Water elev. 142.4 = 1% frequency
Vertical clearances are to low water elev. 109.6
and to high water elev. 140.0 = 2% frequency.

Oregon Dept. of Transportation
Plan and Elevation
Proposed Marion St. Bridge
Widening over
Willamette River
Marion and Polk Counties
Sec. 22 T. 7 S, R. 3 W. W.M.
April 1980, Sheet 4 of 4


WILLAMETTE RIVER
PLAN
0 100 200 300 400
H.W.
L.W.
West Approach
968'-10" River Spans
East Approach
ELEVATION
187' SPAN
235'0"
220'0" horiz. cl.
235'0"
220'0" horiz cl.
187'0"
172'0" horiz cl
El 140.4 High Water
El. 110.0 Low Water
54.0'
62.5'
32.1'
Mid-Span
57.8'
64.4'
34.0'
Mid-Span
57.8'
64.4'
34.0'
CHANNEL CLEARANCE
0 100 200

Vertical clearances revised 10/14/80

Datum:
U.S.C.&G.S. 1947 ADJ

Oregon Dept of Transportation
Plan and Elevation
Proposed Center St. Bridge
over
Willamette River
Marion and Polk Counties
Sec. 22 T.7.S. R.3W. W.M.
April 1980. Sheet 5 of 5

Note:
High water elev. 142.8 - 1% frequency.
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 - 2% frequency.

PGE Portland General Electric Company

October 8, 1980

Fred Klaboe
Oregon Department
of Transportation
135 Transportation Bldg.
Salem, Or. 97310

Dear Fred,

Recent newspaper publicity about the funding for the Center Street bridge, featuring our Secretary of Transportation, leaves out some rather important people in this process.

I feel that I personally owe a debt of gratitude to you for bringing the problems with the I-305 Transfer Funding to my attention in time for us to 'pull it out of the fire'. Thanks very much Fred - this kind of co-operation will help a lot in the future.

Although I know the City of Salem is planning to monitor the federal process more closely in the future, I'm hopeful that your sources will continue to be available to us as we look forward to the annual battle for these federal funds.

Thanks again, Fred.

Sincerely,

Leo E. Chaffin, General Manager
Willamette Valley Division

cc: Mayor Kent Aldrich

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO

RECEIVED
DOT DIRECTOR
OCT 9 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

October 9 Statesman Jnl

Thanks, Al; we get the point

The $22.2 million federal allocation for reconstruction of the Center Street Bridge over the Willamette River in Salem was first in the headlines months ago when Congress wrote the project into legislation.

But U.S. Secretary of Transportation Neil Goldschmidt chose to take time away from his other pressing problems to come to Salem Tuesday to formally announce its approval and to make sure his fellow Democrat, Rep. Al Ullman, gets credit for securing the project for Salem.

FOR GOOD measure, Goldschmidt re-emphasized the $10 million federal grant to widen Salem's other Willamette River Bridge, at Marion Street.

It is no coincidence, of course, that Goldschmidt's grand gesture on Ullman's behalf coincides with the toughest election battle the Second District congressman has yet faced.

Because the bridge projects will remedy a traffic problem that we see so clearly, we wouldn't think of calling them "pork barrel politics." It's intriguing, however, to check the political calendar.

THE POINT IS clearly made. Ullman carries a certain kind of influence as chairman of the House Ways and Means Committee, and his influential friends in Washington are willing to spend some of their political capital on him.

Statesman 10-8-80

$22 million for Salem bridge

Goldschmidt calls it time to celebrate

By **MARTIN ROSENBERG**
Statesman-Journal Reporter

U.S. Secretary of Transportation Neil Goldschmidt was in Salem yesterday to announce a $22.4 million grant for reconstruction of the Center Street Bridge.

Goldschmidt called the news a "time for community celebration," saying the project, coupled with other traffic plans, will relieve downtown traffic congestion.

THE NEW BRIDGE will meet the city's expected trans-Willamette traffic needs through the year 2000, Goldschmidt said.

The grant comes from a pot of "discretionary" bridge repair funds kept by Goldschmidt, but Congress has "guided" how some of those funds should be used, Goldschmidt said.

Goldschmidt gave Rep. Al Ullman, D-Ore., credit for seeing to it that Salem, along with several major metropolitan areas, got the money for its bridge repair and replacement program.

THE CITY LAST week received word that it would receive $10 million in federal funds to widen the Marion Street bridge.

Bids for performing the work on the two bridges will be let next spring. The timetable for work is as follows, according to Glen Green, division administrator for the Federal Highway Administration in Salem:

- The widening of Marion Street bridge will be completed 21 months after bids are awarded. The bridge will then receive the traffic of the Center Street span, which would be closed.
- It will then take 22 months to reconstruct the Center Street bridge. The reconstruction will involve the removal of the present steel span and piers down to the stream bed. That will be replaced with a four-lane bridge that will include a 10-foot-wide bike and pedestrian path.
- An additional six to eight months

Turn to BRIDGE, Page 11A.

ge 1A

he Mar-
back to

ted the

mayor,
political
ion.
calls the
dge was
student
jity.
member
not until
et a Cen-
ded, he

ing new
been rea-
l. Aldrich
at a brief

ough the
n in the
t certain
t that the

released
sition in
ject, then
9 million.
n for push-
ing that
s and that
named for

Ullman.

THE VETERAN congressman, locked in a tight re-election campaign with Republican Denny Smith, could not attend t an aide handed out a press release stating that Ullman was "extremely pleased" with the announced bridge grant.

The project will be paid for with money from the Federal Highway Administration's bridge replacement program, Goldschmidt said. It will require local matching funds of about 20 percent, he added.

Statesman-Journal photo by Mike Williams

U.S. Secretary of Transportation Neil Goldschmidt (right) appeared with Salem Mayor Kent Aldrich yesterday in Salem to announce that $22.4 million in federal money has been made available for reconstruction of the Center Street Bridge.

8-80

on for Salem bridge assured

e 1A

Statesman-Journal photo by Mike Williams

U.S. Secretary of Transportation Neil Goldschmidt (right) appeared with Salem Mayor Kent Aldrich yesterday in Salem to announce that $22.4 million in federal money has been made available for reconstruction of the Center Street Bridge.

in a tight re-election campaign with Republican Denny Smith, could not attend but an aide handed out a press release stating that Ullman was "extremely pleased" with the announced bridge grant.

The project will be paid for with money from the Federal Highway Administration's bridge replacement program, Goldschmidt said. It will require local matching funds of about 20 percent, he added.

on for Salem bridge

10-8-80

from page 1A

Bridge . . .

Continued from Page 1A.

ill be needed to finish work on the Marn Street bridge and convert it back to ne-way traffic.

- All work will be completed the ummer of 1985.

oldschmidt, former Portland mayor, lenied the announcement was political ınd timed for next month's election.

GOLDSCHMIDT SAID he recalls the need for a new Center Street bridge was being discussed when he was a student ears ago at Willamette University.

Oregon's relatively tiny six-member ongressional delegation has not until recently developed the clout to get a Center Street bridge project funded, he said.

Our 25-year-old dream of having new bridges to West Salem have been realized," Mayor Kent Aldrich said. Aldrich was sitting next to Goldschmidt at a brief press conference.

ALDRICH SAID that although the enter Street project has been in the works for sometime he was not certain ntil yesterday's announcement that the grant would be made.

In January, Goldschmidt released $20,000 for right-of-way acquisition in he Center Street bridge project, then bearing a total price tag of $24.9 million.

Goldschmidt praised Ullman for pushing the project, jovially wishing that he congressman live 500 years and that he Center Street bridge be named for llman.

THE VETERAN congressman, locked n a tight re-election campaign with Republican Denny Smith, could not attend but an aide handed out a press release stating that Ullman was "extremely pleased" with the announced bridge grant.

Statesman-Journal photo by Mike Williams

U.S. Secretary of Transportation Neil Goldschmidt (right) appeared with Salem Mayor Kent Aldrich yesterday in Salem to announce that $22.4 million in federal money has been made available for reconstruction of the Center Street Bridge.

The project will be paid for with noney from the Federal Highway Administration's bridge replacement program, Goldschmidt said. It will require local matching funds of about 20 percent, ne added.

---

e said Lifeboats "were lowered quite extly" into the sea, "a difficult task . . . withany injury whatsoever."

Every one of those lifeboats was provied," he said.

he Coast Guard reported white smoke still wing from the ship although no flames e visible. Lt. E.K. Delong said the center e superstructure and the bridge had been ned out, but he said there was no indicathat the fire had reached the vessel's fuel s.

eaves added that the Prinsendam was g slightly, but was in no danger of sink-

storm front rocked the liner Monday t, but skies cleared yesterday with winds knots and seas three to four feet high. e Mellon, with firefighters aboard, waitith the Prinsendam through the night as ifted 120 miles southwest of Yakutat off Alaska coast. Standing by to tow the liner.

wat
the
In
cial
choi
early
coma
airpo
morr
In
N.Y.
prot
of ac
requ
poter
tive,
the
mat
"
bility
resu
pow

---

awmaking mos

Alaska, chea

RINGFIELD, Ill. (AP) — Each Alaskan almost $20 a year — nearly seven times national average

fact
sta

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

270.80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-47(12)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80363

COUNTY NAME Marion & Polk

PROGRAM STAGE (Check)

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 -'80
REFER TO Moehring
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-30-80

FEDERAL ROUTE NUMBER Primary 47

STATE ROUTE NUMBER Primary 30

GENERAL LOCATION:
Willamette River (Salem) Bridge Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 30, 1980, you are now authorized to proceed with the actual acquisition of File No. 51252, as shown on Right of Way Map 8B-35-19, at a TEC of $304,901 - Federal Funds $259,165.60. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 9-30-80

APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

30

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #30

TO: F I L E

DATE: September 29, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Willamette River (Center St. & Marion St.)
Bridges
Willamina-Salem Highway
Polk County

-- ADDENDUM --

Inspection of the December 1964 aerial flood photographs indicate that a skew angle of about 7 degrees would align the piers with the flow.

DWB:ge

cc Frank Terpin
Walt Hart
Jack Davis
D. Christensen
C. Fredrickson
Herb Schell, FHWA

Contains
Recycled
Materials
81 125 1367

SP*75604

1541 Form FHWA-121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-47(9)
Center Street Bridge Replacement

Date: September 29, 1980

From: G. L. Green, Division Admistrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's resubmittals of July 28, August 7, and August 20, 1980, on the Center Street Bridge and the Marion Street Bridge widening to be used during the replacement of the Center Street Bridge.

We concur that widening the Marion Street Bridge to serve as a detour during construction of the Center Street Bridge appears to be the most feasible solution. Accordingly, Center Street Bridge construction funds may be used for the Marion Street Bridge detour.

2.3 HBR 0.6 match. EJH. 9-29-80

The Federal share of $2.9 million of HBR Discretionary Funds is the amount eligible to be used for this widening.

for G. L. Green

cc:
OSHD (W J Hart, Br)
ODOT (E S Hunter, Tech Svcs)

9-29-80

RECEIVED
STATE HWY ENG
SEP 30 '80
REFER TO
FOR

REFER TO

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon BRF-47(9)
Center Street Bridge Replacement

Date: September 22, 1980

From: Director, Office of Bridges
Region 10

Reply to Attn. of: HBR-010

To: Mr. ~~Glen L. Green~~ SCHELL
Division Administrator
Salem, Oregon

As requested by your memorandum of August 4, 1980, we have reviewed the State's proposal for maintenance of traffic during the replacement of the Center Street Bridge.

We concur that widening the Marion Street Bridge to serve as a detour during construction of the Center Street Bridge appears to be the most feasible solution. Accordingly, Center Street bridge construction funds may be used for the Marion Street bridge detour.

We also concur with your recommendation that the Federal share of $2.9 million of HBR Discretionary Funds is the amount eligible to be used on the Marion Street Bridge widening.

GM Kasza
Gary M. Kasza

NOTED
[illegible]

RECEIVED
TECHNICAL SERVICES
SEP [illegible] 1980
REFER TO

REC. IV
SEP 24 1980
OREGON DI

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon BRF-47(9)
Center Street Bridge Replacement

Date: SEP 0 9 1980

From: For: Chief, Bridge Division

Reply to Attn. of: HNG-33

To: Mr. M. Eldon Green
HRA-010 Regional Federal Highway Administrator
Portland, Oregon

As requested in your memorandum of August 6, we have reviewed the three alternate proposals presented by the State concerning the maintenance of traffic during the replacement of the Center Street bridge.

We concur with the Region's recommendation that Alternate 3, which includes widening the Marion Street bridge to serve as a detour bridge during construction of the Center Street bridge, appears to be the most feasible solution. Therefore, Center Street bridge construction funds may be used for the Marion Street bridge detour.

Stanley Gordon

TO:
L. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP [illegible] '80
REFER TO

Ed

Our current planning indicates that this project cannot be let this soon due to anticipated ceilings, etc. It would be well for you to reflect this in your discussion and correspondence with the COG and City.

Larry

RECEIVED
DOT DIRECTOR
SEP 22 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

DES 16-1

TO: J. B. Boyd
J. H. Versteeg
C. O. Fredrickson
D. H. Moehring
Walt Hart

DATE September 18, 1980

[illegible] - environmental planning
indicated that the project
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

From: E. S. Hunter
Assistant State Highway Engineer

Subject: Willamette River (Center and Marion Street) Bridges
Salem
Marion and Polk Counties

Location/Design approval has been granted by FHWA on the subject project. The FEIS has been approved and the 30-day notice period in the Federal Register expired on September 8, 1980.

I am attaching copies of the Final EIS for your reference so we can move the project through Right-of-Way and Design phases. A number of commitments are made in the FEIS regarding the 4(f) and 6(f) involvement on the project which we need to recognize in our schedules.

The City of Salem obtained approval of the new Wallace Marine Park Master Plan on April 7, 1980. I call to your attention paragraph 5, page 7 of the 4(f) Determination, which commits OSHD to set aside project funds in an amount equal to or greater than the amount of the appraised value of park land required within one year of the beginning of bridge construction. In addition, there are numerous items relating to mitigating construction impacts that will need to be placed in the special provisions.

In order to bring all of this to fruition by a tentative April 1981 advertising date, each of you will personally need to give this project high priority. The following outlines the general tasks before us:

1. PROJECT MANAGEMENT

   Program right-of-way, PE funds and construction funds.

2. BRIDGE

   Complete bridge design.

RECEIVED
STATE HWY ENGR
SEP 19 '80
REFER TO
FOR

3. RIGHT-OF-WAY

   Right-of-way, appraisals, negotiation and purchase.

4. RIGHT-OF-WAY and REGION II

   Complete 4(f) and 6(f) agreements with City and Regional Parks.

5. ROAD DESIGN and BRIDGE

   Complete plans, specifications and estimates.

I am setting a goal of April 1981 for advertising the entire project for contract. The portions requiring right-of-way will need to be set aside in the contract and dates established for clearance of the right-of-way so the contractor can proceed.

Attach.

cc Alan Hershey, MWCOG
Ralph Hanley, City of Salem

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
G. A. Potter

GAP:ct/ESH:ja

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TX-47(12)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80363

COUNTY NAME Marion & Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 25 '80
REFER TO
Mackrey

9-25
omg

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9/10/80	FEDERAL ROUTE NUMBER Primary 47 STATE ROUTE NUMBER Primary 30

GENERAL LOCATION:

Willamette River (Salem) Bridges Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/9/80 I approve the relocation plan for the subject project dated 7/29/80. Also, as requested you are authorized to proceed with appraisals and appraisal reviews for the project and with the actual acquisition of files 51249 and 51250 as shown on R/W map 5B-35-19 at a TEC of $547,111 Federal Funds $465,044.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

DATE 9/10/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

GOVERNMENT PRINTING OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: **ENV 3**

August 22, 1980

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
FOR
Info Inter R.D D.R Sign Act File

NOTED
H.S. COULTER

Mr. Ronald A. Lee, Chief
Dredge and Fill Permits Section
Environmental Protection Agency
Region 10
1200 Sixth Avenue
Seattle, WA 98101

RE: 80-N-11, Oregon DOT 7/18/80

Dear Mr. Lee:

Based upon your preliminary review of the above permit for replacing the existing Center Street Bridge and modifying the Marion Street Bridge in Salem, Oregon, you requested additional information concerning wetlands.

I am enclosing a copy of the Final EIS on the subject project and would direct your attention to the Section entitled "Wetlands (4a)" on page 29. This Section describes the type of wetlands found in the project area, the type impacted by the project and their significance.

I spoke with Jim Woods of your staff on August 22 about this request and he indicated that this information should be sufficient. Please let me know immediately if you need any additional material.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:lb

Attachments

cc: Glen L. Green, FHWA
J. H. Holmead, III, U.S. Coast Guard

bc: H. S. Coulter, E. S. Hunter, W. J. Hart,
J. H. Versteeg, C. O. Fredrickson

RECEIVED
AUG 25 1980
[illegible] SECTION

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
123K,7253B

In Reply Refer to
File No.:

August 20, 1980

TO: Mr. Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

ORIGINAL SIGNED
L. L. WALLACE

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

Enclosed are five copies of a cost and funding summary for the Marion and Center Street Bridges. This sheet has been revised to indicate our latest estimates and planning. We propose to accomplish this during the federal fiscal year, 1981.

The total amount of HBR funds is $27.9 million which includes $2.9 million transferred to the Marion Street Bridge. The Federal share of the HBR funds is $22.3 million and the State share is $5.6 million.

The total amount of I-305 transfer funds is $11.1 million. The Federal share of the I-305 transfer funds is $9.4 million, the State share is $0.7 million and the City share is $1.0 million.

Encl.

~~cc E. S~~. Hunter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
AUG 21 '80
REFER TO
FOR

Info	Inve	R/D	D P	Gen	Act	File

Form 734-3122

MARION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br.			
River spans & W. Approach	$ 8,600,000	1.25	$10,800,000
East Approach & Ramp	2,600,000	1.25	3,200,000
Subtotal	$11,200,000	-	$14,000,000
Center St. Br.	17,700,000	1.33	23,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$39,000,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY
Marion St. Br. (I-305 Transfer)	*(5.4)(1.25)	$ 6,700,000	$ 5,700,000	- - - -	$1,000,000
Marion St. Br. (HBR)	**(2.3)(1.25)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.25)	4,400,000	3,700,000	700,000	- - - - -
Subtotal	(11.2)	$14,000,000	$11,700,000	$1,300,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.33)	23,500,000	18,800,000	4,700,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$39,000,000	$31,700,000	$6,300,000	$1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**This assumes the Federal Hwy. Admin. will approve the transfer of funds from the Center Street Bridge. If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some saving may be realized in the cost of constructing the Center Street Bridge.

R

MS 521

AUG 1 8 1980

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, Washington 98174

RE: 80-R-11, Oregon DOT, 7/18/80

Dear Commander:

We have completed a preliminary review of the above referenced permit application to replace the existing Center Street Bridge and modify the existing Marion Street Bridge across the Willamette River at Salem, Oregon.

The Public Notice for this project states that approximately 1500 square feet of wetlands will be needed for the construction of the bridge piers. Before we can complete our review of the permit, we will need additional information concerning construction activities in and around these wetlands. This information should include a description of the size and type of watlands that will be impacted, the impacts that will occur during the construction activities and the feasibility of restoring damaged wetland areas after construction is completed. We also need diagrams that show the location of these wetlands in relation to the existing bridges and in relation to the proposed structures.

We cannot complete an adequate review of this permit without the requested information. Therefore, we recommend that the issuance of this permit be held in abeyance until this information can be supplied by the applicant and reviewed by our agency. If there are any questions concerning our comments, please contact Jim Wood, of my staff at (206) 442-1352 or FTS 399-1352.

Sincerely,

Ronald A. Lee, Chief
Dredge and Fill Permits Section

cc: USFWS - Portland
NMFS
ODFW
ODSL
Applicant

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

R

RECEIVED
DOT DIRECTOR
AUG 20 '80
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442 5864

16591
Serial 330
18 JUL 1980

RECEIVED
TECHNICAL SERVICES
JUL 2?'80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

In reply refer to
Proposed Replacement of Center Street
Bridge and Modification of Marion
Street Bridge, Willamette River at
Salem, Oregon

PUBLIC NOTICE NO. 80-N-11

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District, from the State of Oregon Department of Transportation, Transportation Building, Salem, Oregon 97310 for approval of location and plans for a new 4-lane, fixed highway bridge and for modificaton of an existing fixed highway bridge across a navigable waterway as follows:

NOTED
E. S. Hill

WATERWAY AND LOCATION

Willamette River, Mile 84.4 and Mile 84.5, at Salem, Oregon.

CHARACTER OF WORK

The applicant proposes to replace the existing Center Street Bridge and to modify the existing Marion Street Bridge, both of which cross the Willamette River at Salem, Oregon. The new Center Street Bridge would be a concrete, high-rise, fixed-span structure. Vertical clearances provided by the new bridge would be decreased by 8.4 feet and horizontal clearances would be increased by 77.5 feet, compared to existing navigational clearances. Navigation clearances to be provided by the new Center Street Bridge would be:

East Span

Horizontal - 172.0 feet

Vertical - 30.4 feet at high water (elev. 140.4)
60.8 feet at low water (elev. 110.0)

RECEIVED
JUL 26 1980

Center Span

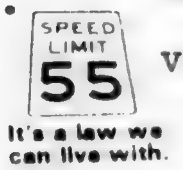
Horizontal - 220.0 feet

Vertical - 30.4 feet at high water (elev. 140.4)
60.8 feet at low water (elev. 110.0)

West Span

Horizontal - 220.0 feet

Vertical - 26.6 feet at high water (elev. 140.4)
57.0 feet at low water (elev. 110.0)


SPEED
LIMIT
55
It's a law we can live with.

BRIDGES

Widening of the Marion Street Bridge would be done with steel girder construction and would have only a minimal effect on horizontal clearances with no change in vertical clearances. Navigation clearances to be provided by the modified Marion Street Bridge would be:

East Span

Horizontal - 198.0 feet

Vertical - 37.7 feet at high water (elev. 140.4)
68.1 feet at low water (elev. 110.0)

Center Span

Horizontal - 240.0 feet

Vertical - 39.0 feet at high water (elev. 140.4)
69.4 feet at low water (elev. 110.0)

West Span

Horizontal - 198.0 feet

Vertical - 35.7 feet at high water (elev. 140.4)
66.1 feet at low water (elev. 110.0)

ENVIRONMENTAL CONSIDERATIONS

The lead Federal agency for purposes of the National Environmental Policy Act of 1969, as amended (NEPA), is the Federal Highway Administration (FHWA). FHWA has determined that the proposed project would involve major Federal action significantly affecting the quality of the human environment. A draft environmental impact statement (EIS) was prepared by the applicant and approved by FHWA on 23 October 1979. A final EIS is now being circulated. The Coast Guard has reviewed and commented on the draft EIS from the standpoint of navigational concerns. A copy of the draft EIS is available for inspection at the offices of the applicant and at the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

The proposed project would be located within the floodplain of the Willamette River but does not appear to be a significant encroachment pursuant to floodplain management guidelines. The proposed project would require the taking of approximately 1500 square feet of wetlands for bridge pier construction. Excavation for the project would remove approximately 25,000 cubic yards of material.

It is estimated that the following quantities of materials would be placed in support of the bridges and their approaches:

Riprap pier protection - 18,000 cubic yards

Concrete - 8,200 cubic yards

Earth embankment - 13,000 cubic yards

Preliminary determinations indicate that the proposed activity would have no effect on endangered or threatened species, or their critical habitat, as designated pursuant to the Endangered Species Act of 1973, as amended. Coordination with the U.S. Department of the Interior was conducted during preparation of the joint State/FHWA EIS.

Construction of the proposed project would affect properties protected pursuant to Section 4(f) of the Department of Transportation Act of 1966 and by Section 6(f) of the Land and Water Conservation Fund Act of 1972. The affected lands are within Wallace Marine Park. A Section 4(f) statement is appended to the final EIS for the project. Final agency action by the Coast Guard will depend upon the results of the Section 4(f) determination process and upon approval of Section 6(f) mitigation by the Department of the Interior.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the proposed bridge project giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments will be received for the record at the Office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174, through 25 August 1980.

BASIS FOR DECISION

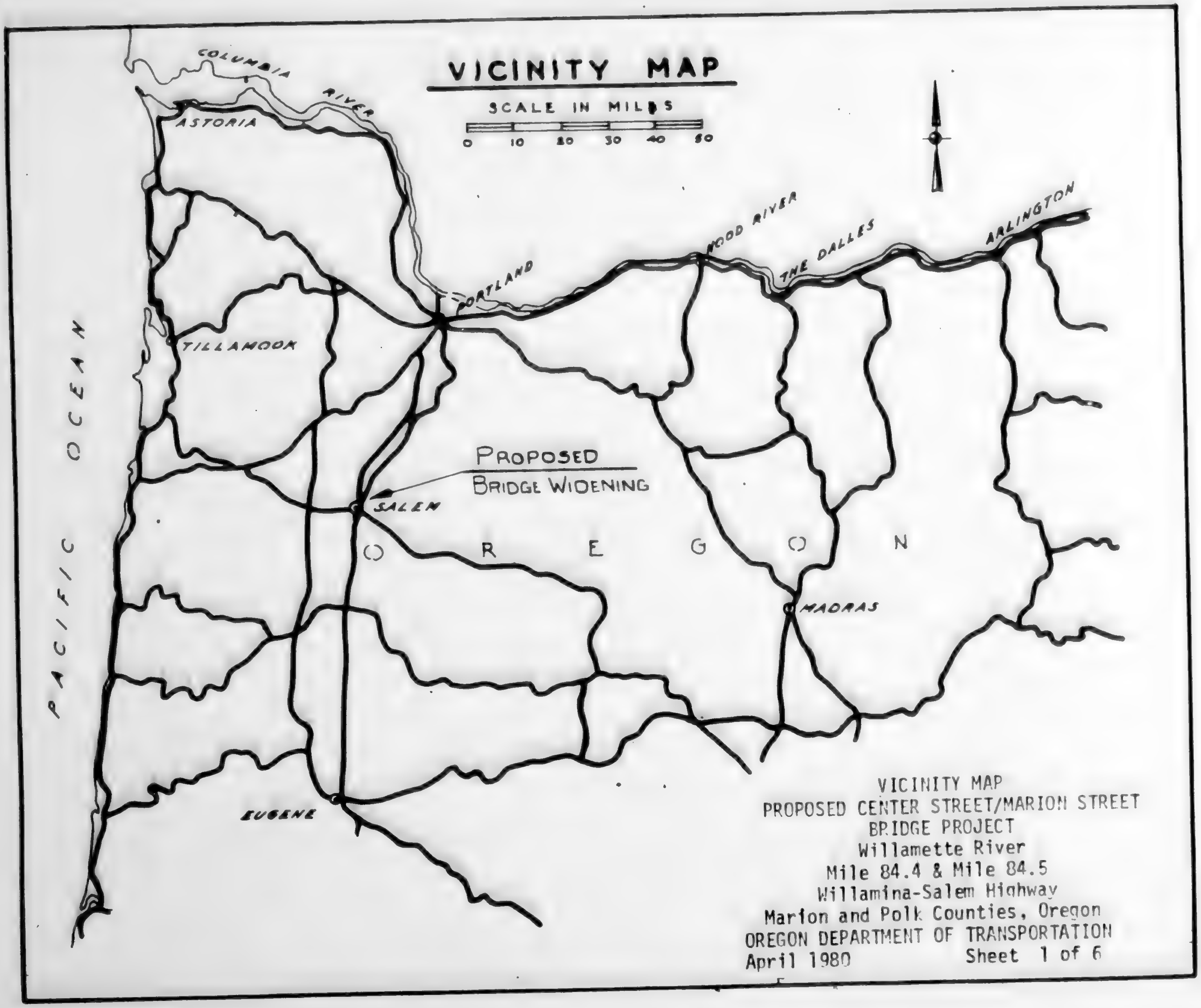
The decision as to whether or not approval will be granted to the location and plans for the proposed bridge project is dependent upon the project on the reasonable needs of navigation and on the quality of the human environment. Factors such as the presence or absence of wildlife and waterfowl refuges, public parks, and historic sites, as well as the potential for pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

This notice consists of four pages, six sheets of drawings, and one sheet Public Notice by the State of Oregon Department of Environmental Quality.

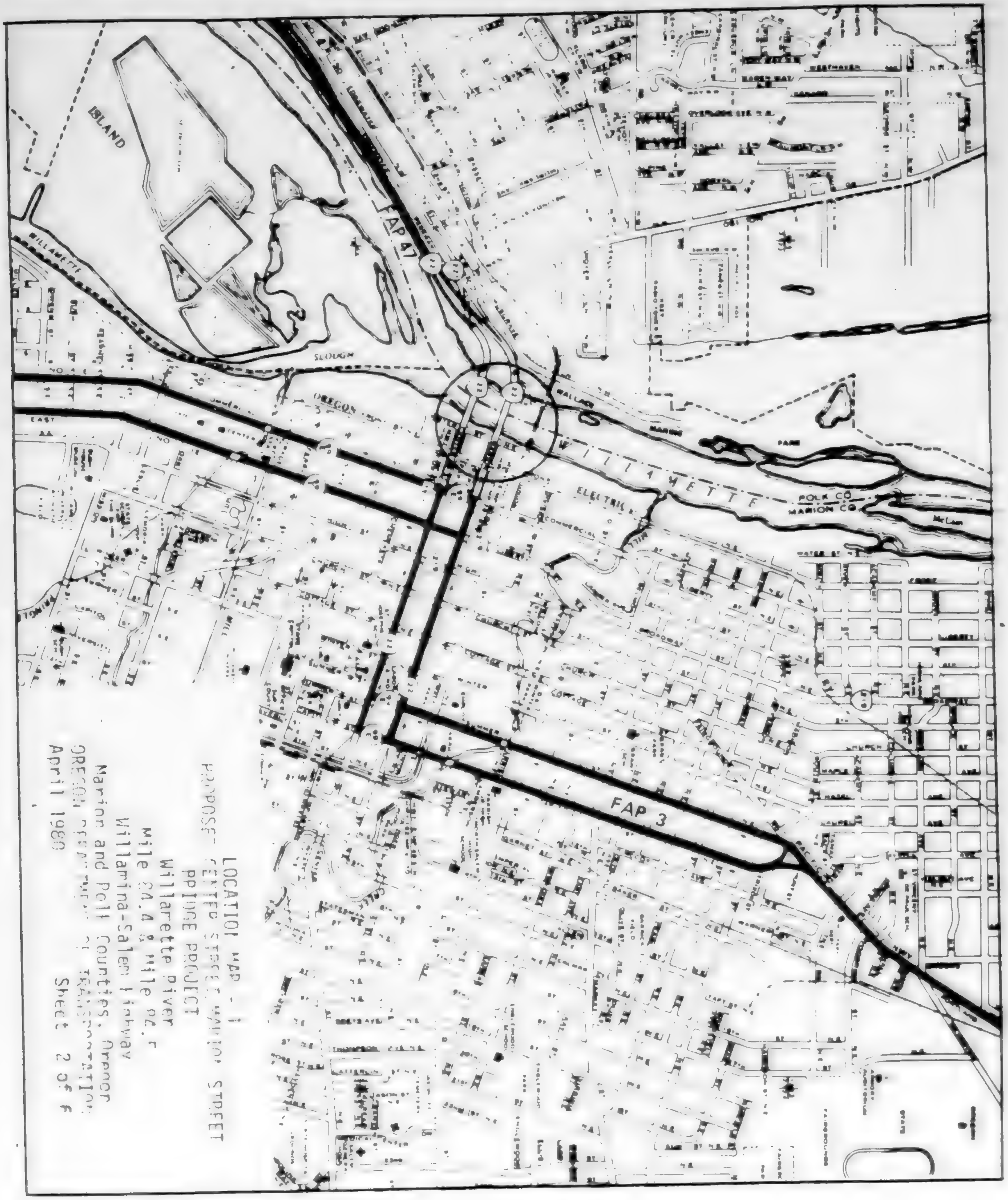
C. L. Clark

C. L. CLARK
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

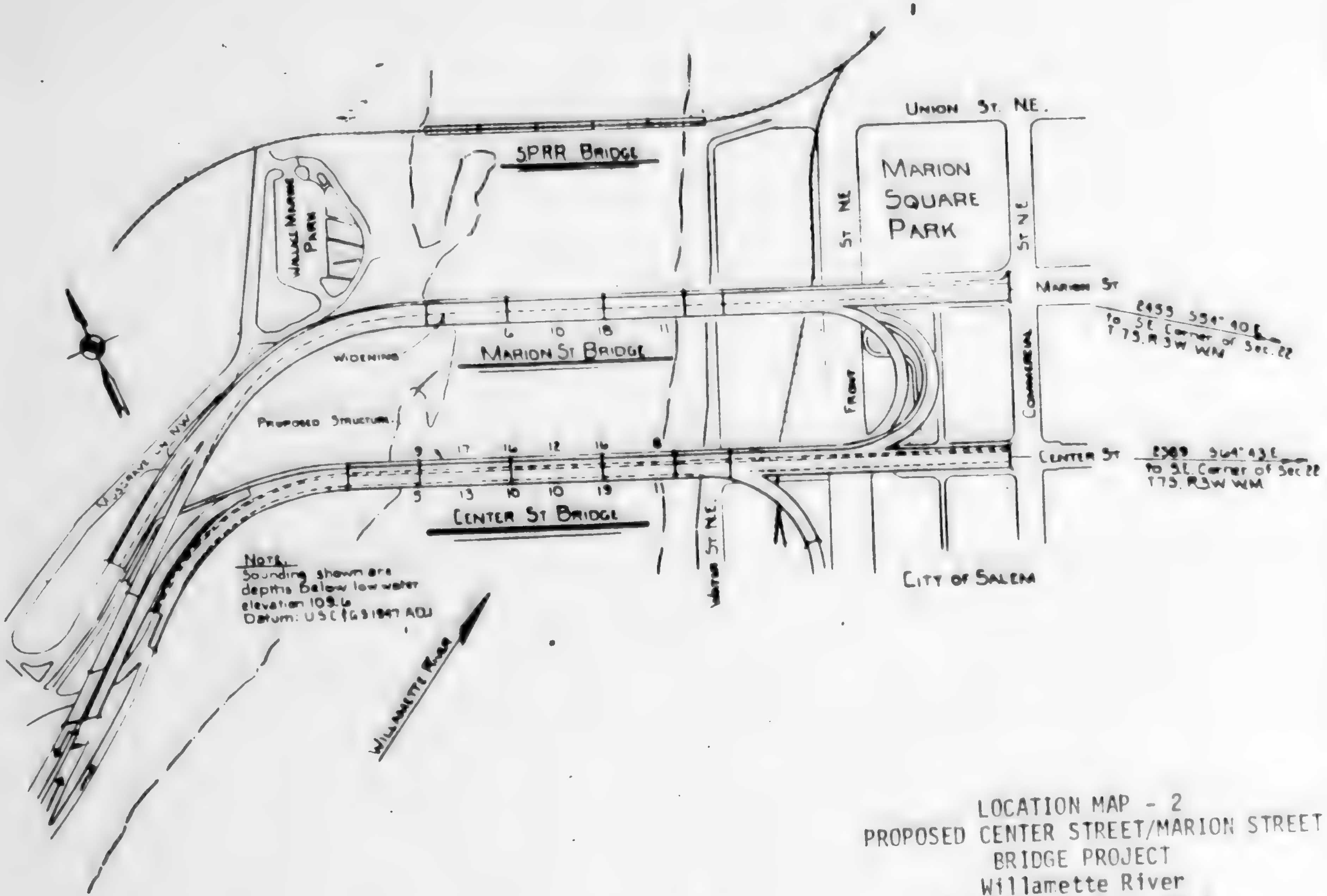
Encl: (1) Drawings - (6)
(2) Public Notice, Oregon DEQ


VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
COLUMBIA RIVER
ASTORIA
PACIFIC OCEAN
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PROPOSED
BRIDGE WIDENING
SALEM
OREGON
MADRAS
EUGENE

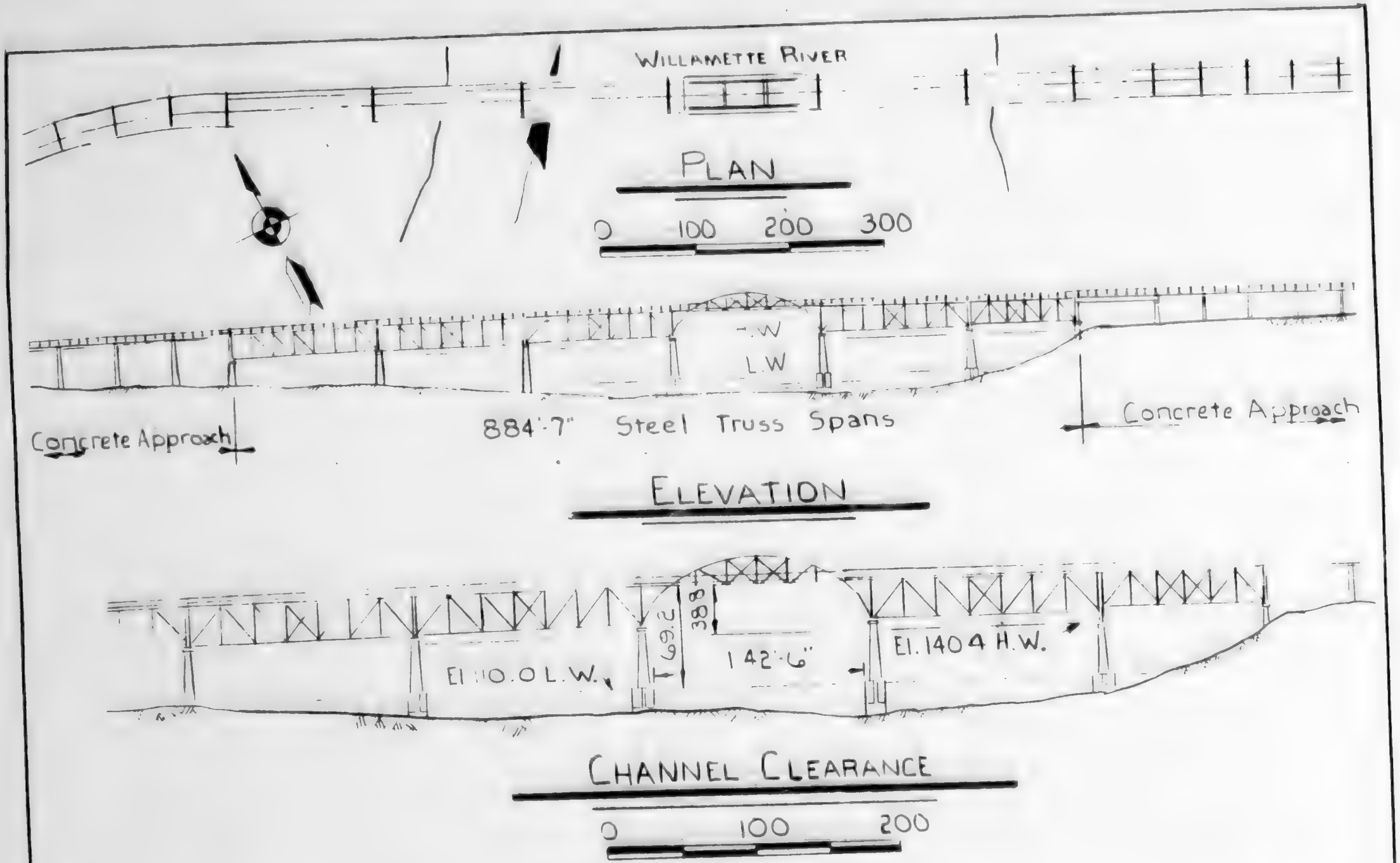
VICINITY MAP
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 1 of 6


ISLAND
WILLAMETTE
SLOUGH
FAP 47
OREGON
ELECTRIC
COMMERCIAL
WILLAMETTE
POLK CO
MARION CO
WATER ST
FAP 3

LOCATION MAP - 1
PROPOSED CENTER STREET, MARION STREET
BRIDGE PROJECT
Willamette River
Mile 24.4 & Mile 24.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980
Sheet 2 of 6


UNION ST. NE.
SPRR BRIDGE
MARION SQUARE PARK
WALLACE MARINE PARK
ST NE
ST NE
MARION ST
2455 S54° 40 E
to SE Corner of Sec. 22
T 7S. R 3W WM
6 10 18 11
MARION ST BRIDGE
WIDENING
FRONT
COMMERCIAL
PROPOSED STRUCTURE
9 17 16 12 16 8
9 13 10 10 19 11
CENTER ST
2589 S64° 43 E
to SE Corner of Sec 22
T 7S. R3W WM
CENTER ST BRIDGE
WATER ST NE.
CITY OF SALEM
WALLACE RD NW
NOTE.
Sounding shown are
depths below low water
elevation 109.6
Datum: USC & GS 1947 ADJ
WILLAMETTE RIVER

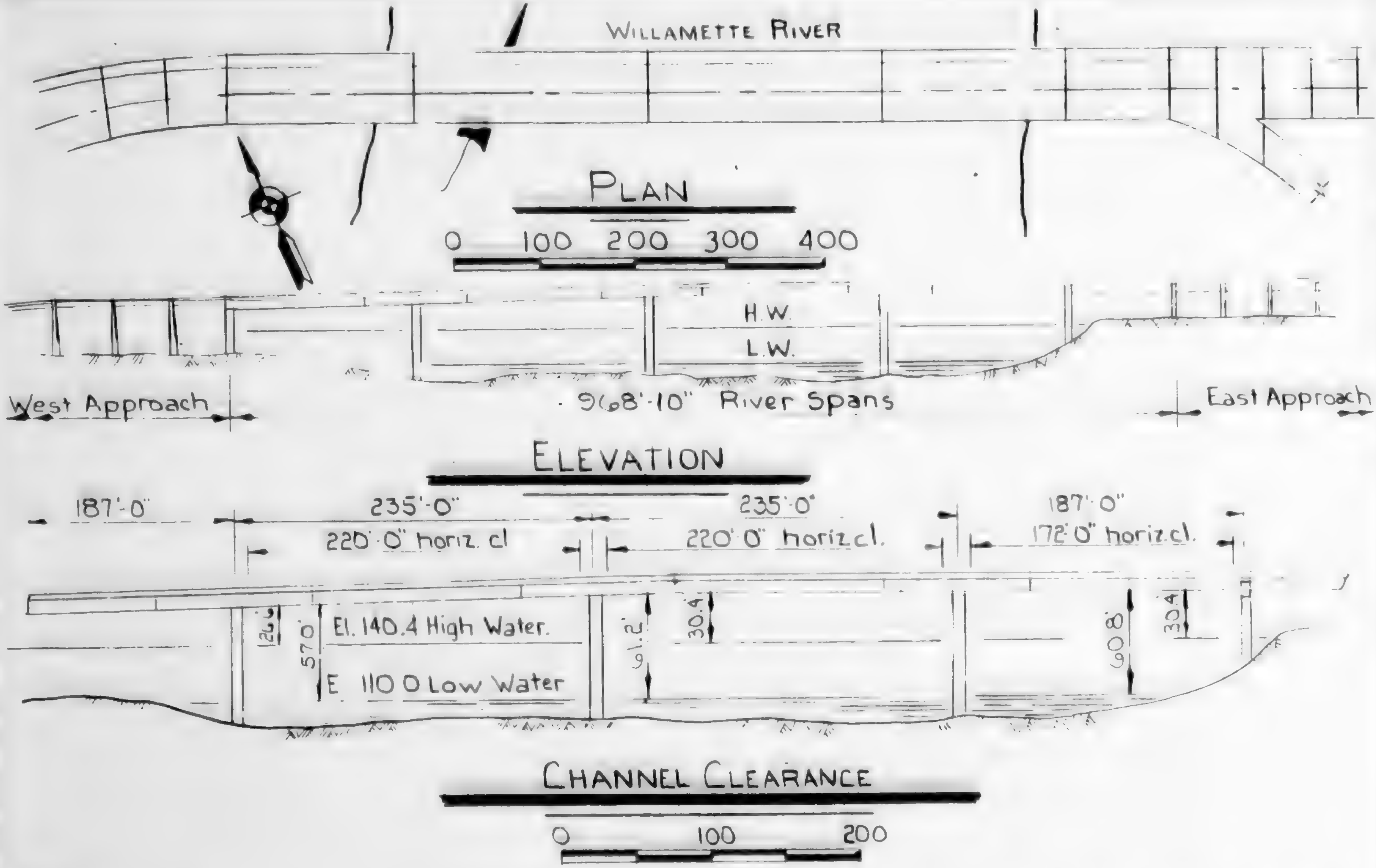
LOCATION MAP - 2
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 3 of 6


WILLAMETTE RIVER
PLAN
0 100 200 300
H.W
L.W
Concrete Approach
884'-7" Steel Truss Spans
Concrete Approach
ELEVATION
38.8
69.2
142'-6"
El. 110.0 L.W.
El. 140.4 H.W.
CHANNEL CLEARANCE
0 100 200

Datum:
U.S.C. & G.S. 1947 ADJ.

NOTE:
High Water elev. 142.8 = 1% frequency
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

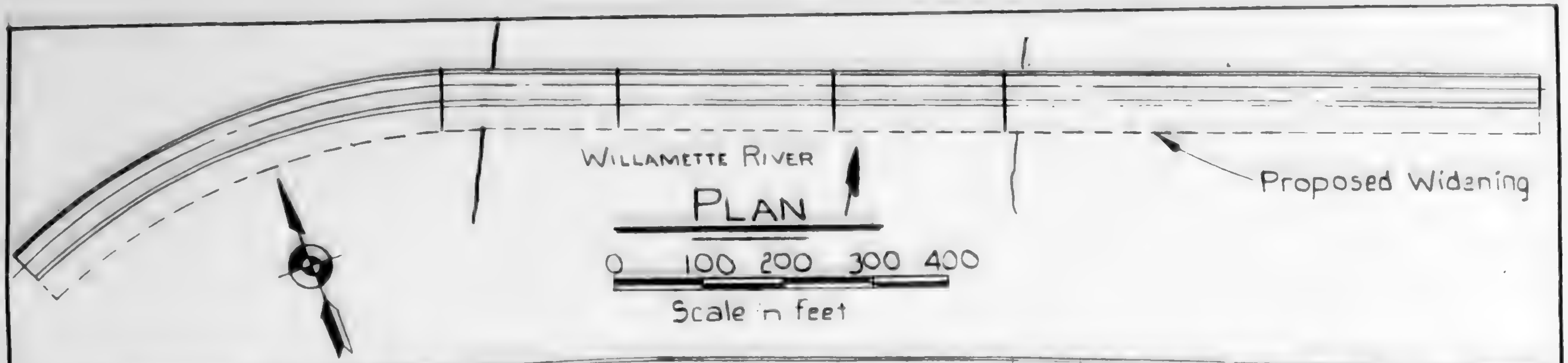
EXISTING CENTER STREET BRIDGE
PROPOSED CENTER STREET, MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 4 of 6


WILLAMETTE RIVER
PLAN
0 100 200 300 400
H.W.
L.W.
West Approach
968'-10" River Spans
East Approach
ELEVATION
187'-0"
235'-0"
235'-0"
187'-0"
220'-0" horiz. cl
220'-0" horiz. cl.
172'-0" horiz. cl.
12.6
57.0
El. 140.4 High Water.
E. 110.0 Low Water
61.2
30.4
60.8
30.4
CHANNEL CLEARANCE
0 100 200

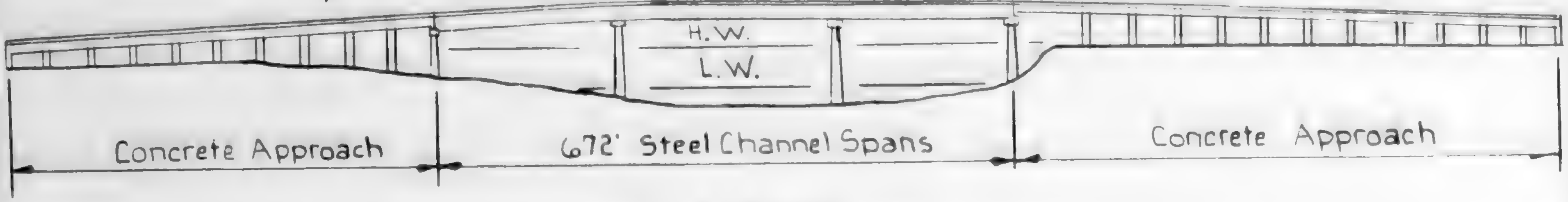
Datum:
U.S.C.&G.S. 1947 ADJ

Note:
High water elev. 142.8 = 1% frequency.
Vertical clearances are to low water elev 110.0 and to high water elev. 140.4 = 2% frequency.

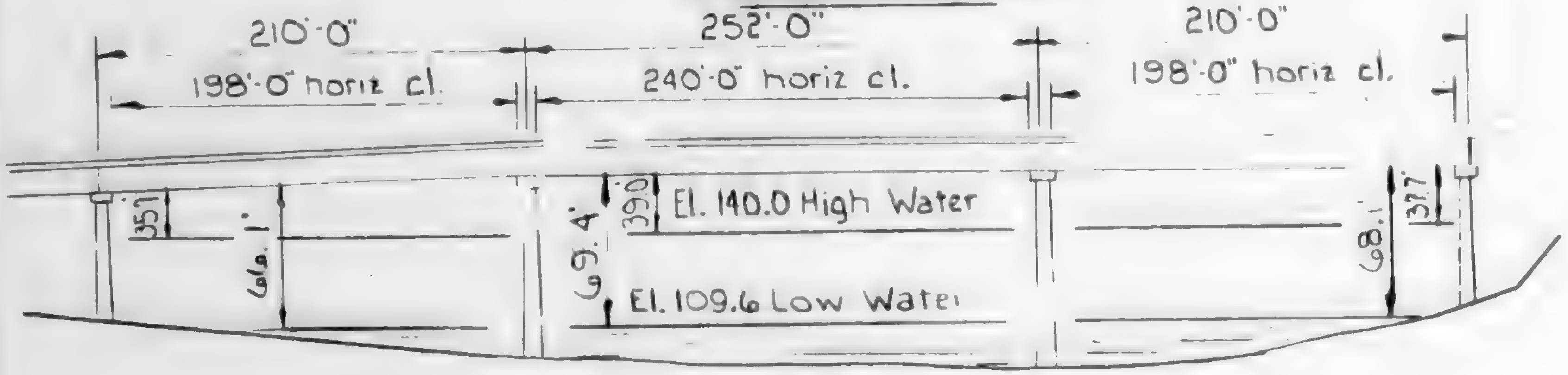
PROPOSED CENTER STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 5 of 6


Willamette River
Proposed Widening
0 100 200 300 400
Scale in feet

PLAN


H.W.
L.W.
Concrete Approach
672' Steel Channel Spans
Concrete Approach

ELEVATION


210'-0"
198'-0" horiz cl.
252'-0"
240'-0" horiz cl.
210'-0"
198'-0" horiz cl.
35.1
66.1'
69.4'
39.0
El. 140.0 High Water
El. 109.6 Low Water
68.1
37.7

ELEVATION OF CHANNEL SPANS

0 50 100 150 200
Scale in feet

Datum:
U.S.C.&G.S. 1947 ADJ.

PROPOSED MARION STREET BRIDGE
PROPOSED CENTER STREET/MARION STREET
BRIDGE PROJECT
Willamette River
Mile 84.4 & Mile 84.5
Willamina-Salem Highway
Marion and Polk Counties, Oregon
OREGON DEPARTMENT OF TRANSPORTATION
April 1980 Sheet 6 of 6

NOTE:
High Water elev. 142.4 1% frequency
Vertical clearances are to low water elev. 109.6
and to high water elev. 140.0=2% frequency.

U.S. SMALL BUSINESS ADMINISTRATION
Room 1744, Federal Building
915 Second Avenue
Seattle, Washington 98174

Thank you for your inquiry regarding Small Business Administration's financial assistance program.

For your information, we are enclosing an explanatory pamphlet which outlines our business loan policy and procedures. There has been a record demand for SBA disaster and business loans which, together with budgetary limitations, has required us to restrict funds available for Direct Business Loans. In order to assist the largest possible number of small businesses within our budget limits, we are making Guaranty Loans with Banks and other financial institutions up to our full legal authority of $500,000 SBA's share, and we can consider Immediate Participation loans when a Bank takes 25% or more of the loan up to $150,000 SBA's share.

Pages 10 through 15 of the enclosed pamphlet outline the procedure you should follow as a preliminary step toward applying for a regular business loan. If you have any questions, feel free to contact this office. After we receive your reply, or a letter or telephone call from your bank, we will explain the additional steps to be taken. If you prefer to submit the required information in a personal call to our office, we will be pleased to discuss you financial problems with you.

FINANCING DIVISION

Encl.

7541

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

August 12, 1980

State of Oregon
200 Transportation Building
Salem, OR 97310
Attn: Mr E. S. Hunter

Specific Conditional Use Case #80-8

NOTED
E. S. HUNTER

Dear Mr. Hunter:

At their meeting held August 11, 1980, the City Council received and filed the decision of the Planning Commission granting Specific Conditional Use request to widen the approaches and replace the existing river spans on Center and Marion Street Bridges. (Case 80-8)

This action by the Council affirmed the decision of the Planning Commission indicated in the report of July 29, 1980, and is final ten days from the date of mailing of that report to you.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

cc: West Salem Community Council
CAN-DO Planning Association

RECEIVED
TECHNICAL SERVICES
AUG 14 '80
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

CC Hunt
Vasting
Potter
8-14-80

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
Brs. 123K
7253B

August 7, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

In our letter of July 28, 1980 we requested that $2.9 million of HBR funds be applied to the widening of Marion Street Bridge in lieu of the expenditure of these funds using stage construction for Center Street Bridge. As a point of clarification, the $2.9 million is the total HBR funds, the Federal share is $2.3 million and the local share is $0.6 million.

cc E. S. Hunter
C. O. Fredrickson

TJS:dh

RECEIVED
TECHNICAL SERVICES
AUG 7'80
REFER TO
FOR

Info	Invest	R/D	D.R	Sign	Act	File

9541

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FHWA-OR-EIS-79-10-F

WILLAMETTE RIVER (CENTER STREET and MARION STREET) BRIDGES
WILLAMINA-SALEM HIGHWAY (ORE 22)
MARION and POLK COUNTIES, OREGON

Project IX-47(7)

ADMINISTRATIVE ACTION

7291

FINAL
ENVIRONMENTAL IMPACT STATEMENT
and
SECTION 4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Sumitted pursuant to 42 U.S.C. 4332 (2)(c), 23 U.S.C. 128(a), 49 U.S.C. 1653(f) and 16 U.S.C. 470 (f).

THIS ACTION COMPLIES WITH EXECUTIVE ORDER 11990, PROTECTION OF WETLANDS.

5-30-80
Date

Assistant State Highway Engineer

7-15-80
Date

Roger L. Scott
Federal Highway Administration Official

1.541

Lam
PM Eb
Row Noble
File ✓

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, BOX 1760, PORTLAND, OREGON 97207

cc: Fredrickson
Hunter
Moehring Keasey
Denst

July 30, 1980

RECEIVED
AUG 5 1980
Environmental Section

NOTED
E. S. HUNTER

Oregon Department of Transportation
Attn: Mr. A. J. George, Jr.
412 Transportation Building
Salem, Oregon 97310

Re: Center and Marion Street Bridges
AQ Highway File No. 37-8014
Indirect Source Construction Permit
Date of Issuance

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Center and Marion Streets, Salem, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

EJ Weathersbee

E. J. Weathersbee
Administrator
Air Quality Division

HWH:h
Enclosure
cc: Dick Knowles, MWVCOG
Willamette Valley Regional Office

RECEIVED
TECHNICAL SERVICES
AUG 20 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

AIPI (6/80)

DEQ-1

Permit Number: 37-8014
NCIS No.: 37-8014
Issuance Date: July 30, 1980
Page 1 of 3

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Willamette River (Center and Marion Street) Bridges

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE: OR 22, Salem, Oregon

COUNTY: Marion/Polk

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

Michael Downs for
William H. Young, Director

July 30, 1980
Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Willamina-Salem Highway No. 30 between N.E. Commercial Street and N.W. Wallace Road.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 37-8014 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 S.W. Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Center and Marion Street Bridges

NCIS 37-8014

Date July 30, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on ______________ and will be in operation by ______________.

Signature

Title

AINC (6/80)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:
DES 23
Bridges
123K
7253B

RECEIVED
TECHNICAL SERVICES
JUL 29 '80
REFER TO
FOR
Info Inves R/D D.R Sign Act

July 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem OR 97301

Center Street Bridge, 123K
Marion Street Bridge, 7253B
Willamina-Salem Highway
Marion and Polk Counties

We have reviewed your letter of June 13, 1980 in which you denied our request to use HBR funds on the Marion Street Bridge. We re-evaluated the entire project with respect to your specific comments. Enclosed are five copies each of additional sketches, estimate sheets, a description of the two alternates, and appropriate comments.

We again conclude that in lieu of spending the additional funds to build Center Street Bridge using stage construction, the transfer of these savings to the widening of Marion Street Bridge is an appropriate use of tax dollars. We therefore request your re-evaluation of our proposal and your approval of the allocation of $2.9 million in Bridge Replacement Funds to the Marion Street Bridge widening project.

Description of Alternate 2 Stage Construction of Center Street Bridge

The traffic on Center Street would remain on the existing bridge during the first stage of construction. Stage 1 construction would be a parallel structure with a 24-foot roadway and temporary shoulder barriers (see Sketch A). In Stage 2 the traffic would be switched to the new structure, the existing structure removed and a second 38-foot wide new structure completed. A 6-foot wide deck closure pour would be required to tie the two parts of the new structure together. The final roadway cross section would consist of four 12-foot traffic lanes with 4-foot shoulders and a 10-foot bikeway separated by a concrete barrier.

Due to the alignment of the new structure, the substructure would probably also be constructed in two stages. The clearance between the bottom of the existing steel trusses and the expected water level would allow approximately 15-feet of pile driving distance (see Sketch B). This would require a large number of piles to be spliced repeatedly in order to reach the anticipated lengths. However, building the substructure in two stages is also very costly due to the extra material, labor and fixed costs of building two cofferdams, two seals, two footings, and two columns at each pier location.

This alternate also requires one extra row of longitudinal beams in order to accommodate the variable structure widths of the two stages. In addition, all work must be accomplished from one side of the structure with traffic along the other side of the construction area. All this has the effect of lengthening construction times and increasing unit prices.

Description of Alternate 3 Detour Center St. traffic to Marion St.

Marion Street Bridge would first be widened to 4 lanes and the temporary detour ramps completed. Center Street traffic would then be moved to the Marion Street Bridge which would become a two-way bridge during the construction period. With traffic removed from the Center Street bridge, the contractor would be free to remove the existing bridge and build the new bridge without the unnecessary restrictions and delays described in Alternate 2. The size of the single footing and column would be considerably smaller than the combined 2-stage piers, thus requiring fewer quantities. The arrangement of longitudinal girders would be at optimum spacing also requiring fewer quantities. The contractor would also have the existing steel trusses available for use in construction of the new bridge.

General Comments

The current thinking is to combine all the work on both bridges in one contract. This will allow better handling of traffic, more control of stages of work by the contractor and better overall management of the project. The alternate which calls for detouring east-bound traffic to Marion Street will delay start of construction on the Center Street river spans until the Marion Street Bridge widening and detour ramps are completed.

The length of the construction period would be similar for either alternate. Both bridges could be constructed simultaneously if stage construction is used, however the two stages of Center Street Bridge would control the contract time length.

The major savings in construction dollars, if the "detour" alternate is used, occurs in the construction of the river spans. Our original submittal included

Sheet 5a which shows a comparison of the estimated cost of three structure types using the detour alternate and one structure type using the stage alternate. Subsequent contacts with your office revealed your desire for a steel structure estimate as well. Included in this submittal are detailed quantity and cost estimate sheets for the various structure types.

In June 1980 our Foundation Unit made a preliminary study of this project and found that the use of steel H piles would best fit the conditions and that the anticipated length of these piles would be much greater than originally estimated. In addition we have restudied the effects of constructing cofferdams and driving piles under the existing structure. Our results are reflected in the increased total cost of each structure type.

Further study also revealed that the use of precast segmental concrete would not be a feasible option for either detour or stage alternates. This type of structure requires a large volume of repetitive work in order to offset the very large forming and equipment costs. The two different widths of sections needed for stage construction make this initial cost prohibitive (see Sketch C). The site conditions at this bridge are similar to the site conditions of the Columbia River (S. Channel) except that the latter structure was several times longer and twice as wide. Even this large volume of repetitive work was not considered economical by five out of the six bidders on the project.

We have contacted several contractors and they concur that there would be a significant cost savings in being able to build Center Street Bridge without stage construction. They agreed that our projected cost savings was in the right range.

The hydraulics at this site will be studied in more detail during the preliminary design stage of the project. The span arrangement chosen provides enough clearance between existing and new piers to allow the piers to be aligned with the channel if necessary.

Walter J. Hart

Walter J. Hart
Bridge Engineer

Enclosures

cc E. S. Hunter
C. O. Fredrickson

FORM 734-3136 (Rev. 7-78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet Sketch "A"

Bridge Center St. Br. — Stage Construction

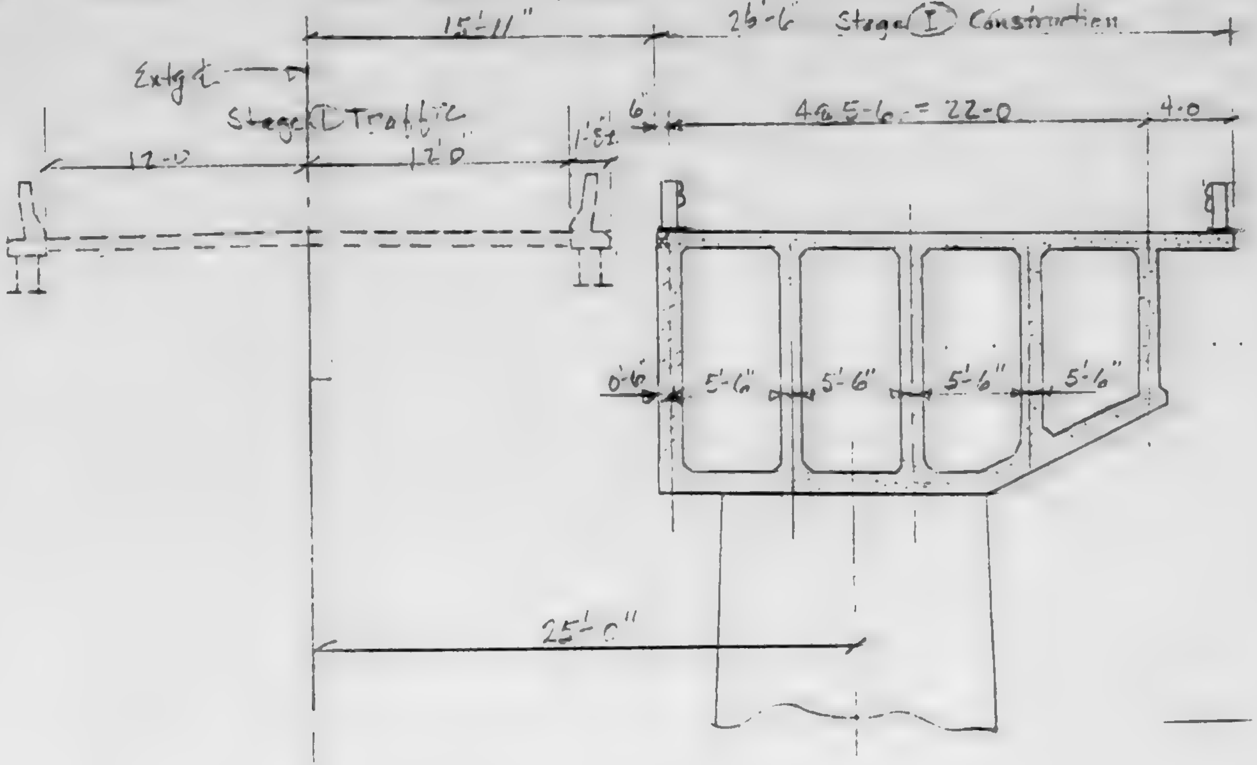
County Mari-Polk

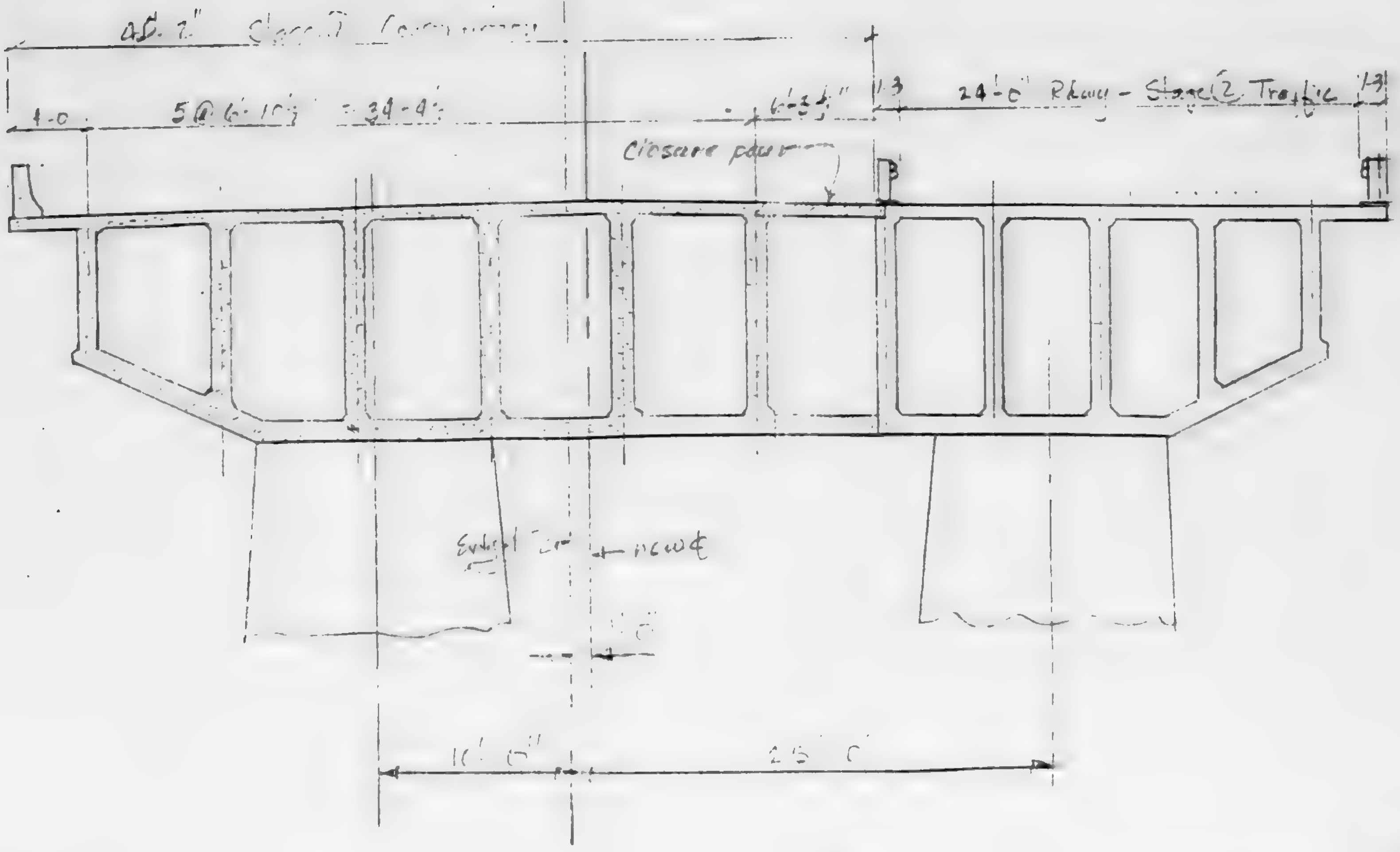
Calculations by TJS

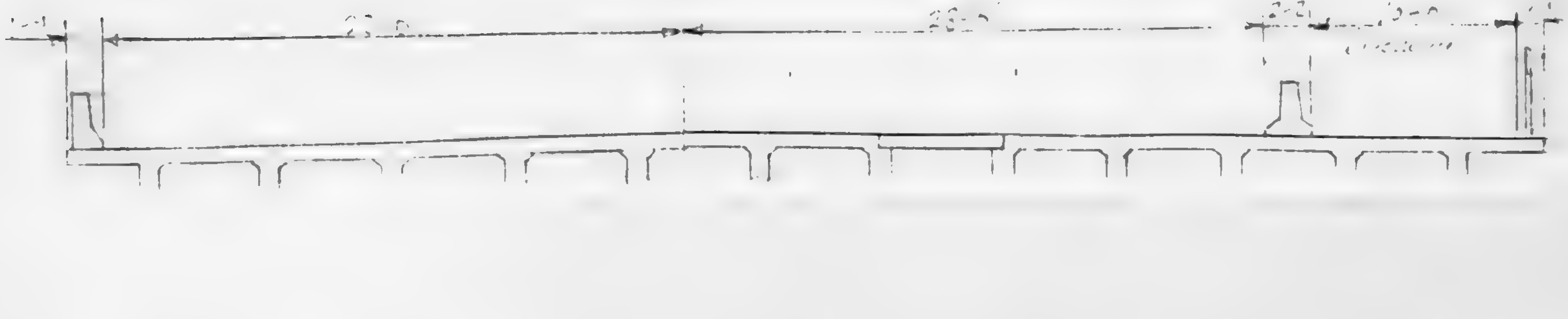
Date 7/14/80

Bridge No. 123k

SP#67736-731


15'-11"
26'-6 Stage (I) Construction
Extg ℄
Stage (I) Traffic
12-0
12-0
1'-5½
6"
4@5-6 = 22-0
4-0
0-6"
5'-6"
5'-6"
5'-6"
5'-6"
25'-0"


45'-1" Stage II Construction
4-0
5@6'-10⅝ = 34-4⅝
6'-3½"
1'-3
24'-0" Rdwy - Stage (2) Traffic
1'-3
Closure pour
Extg ℄ Pier
new ℄
1'-6"
10'-6"
25'-0"



FORM 734-3136 (Rev. 7-78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet: Sketch "A"

Bridge: Center St. Br. - Stage Construction

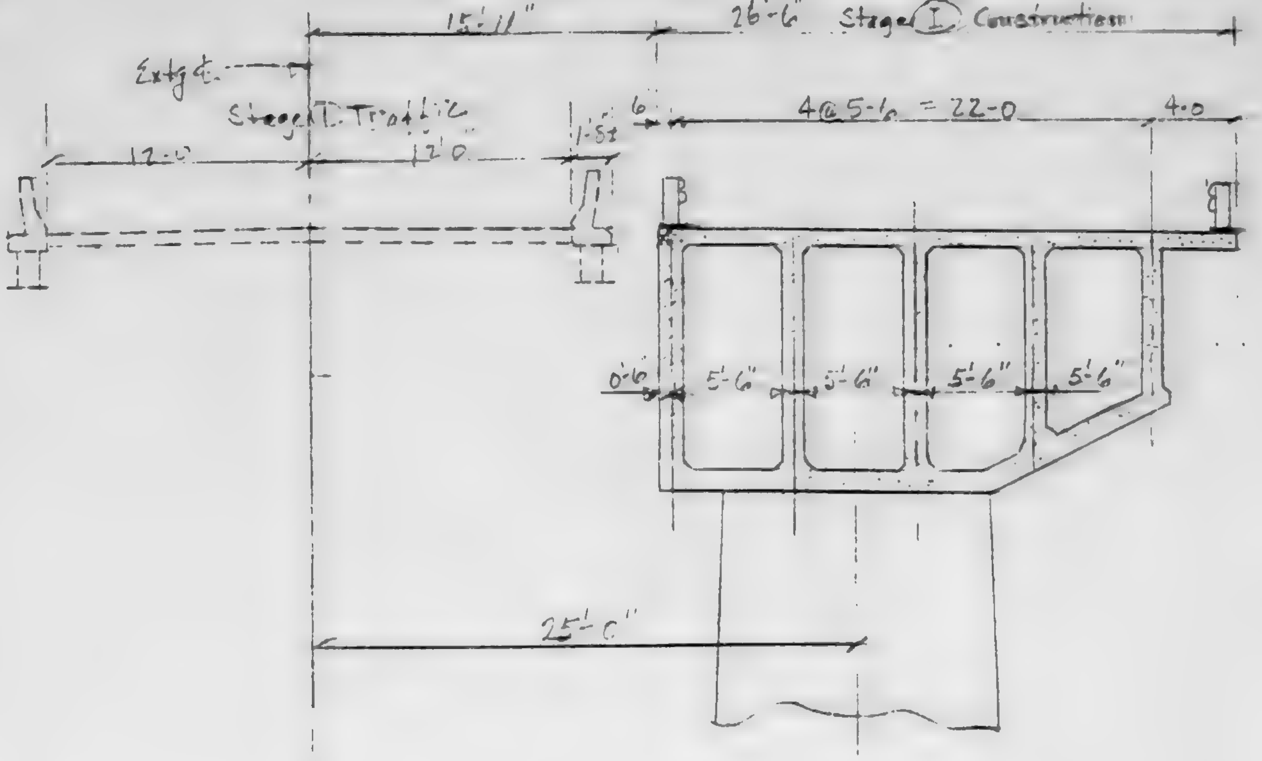
County: Mar. - Polk

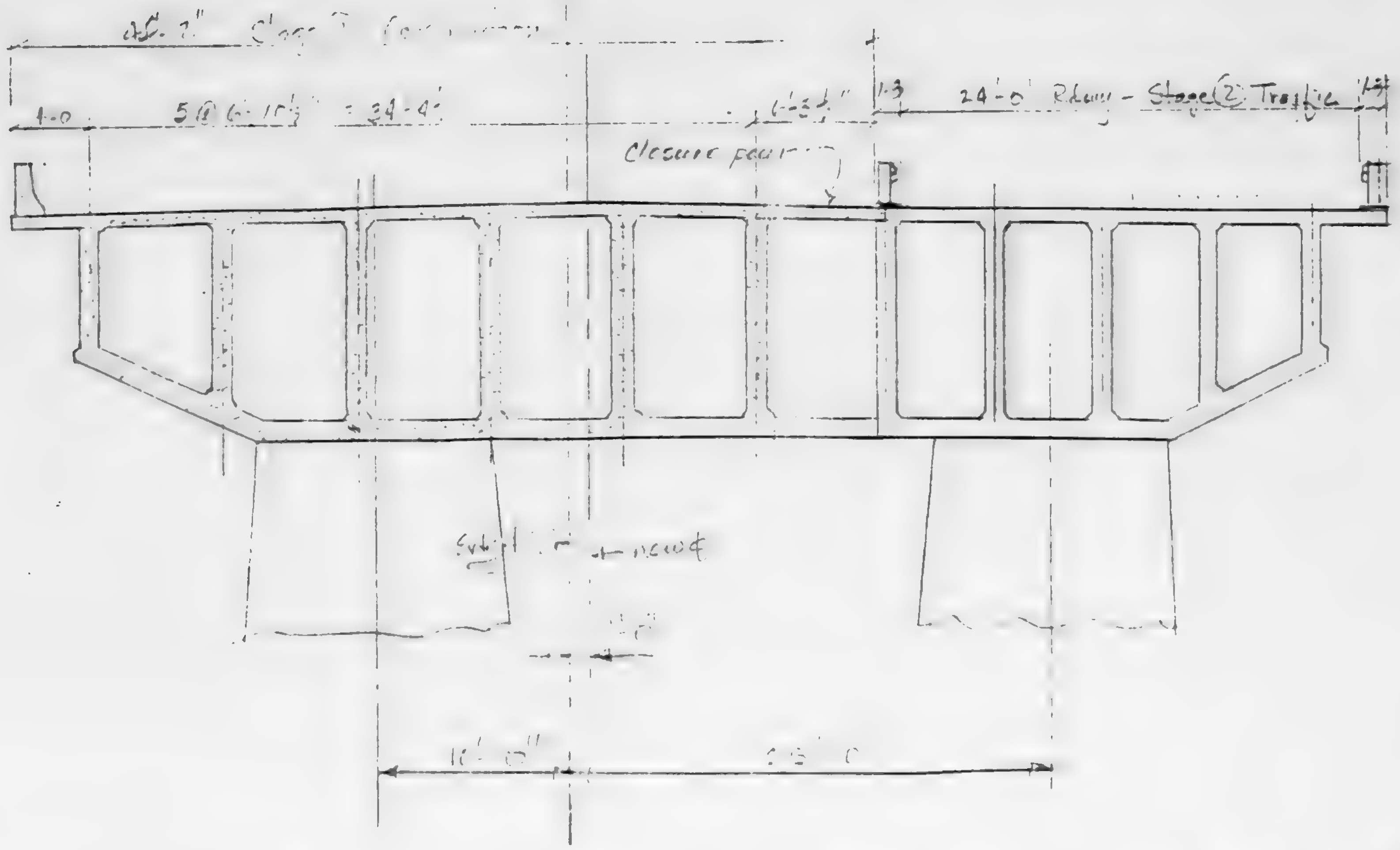
Calculations by: TJS

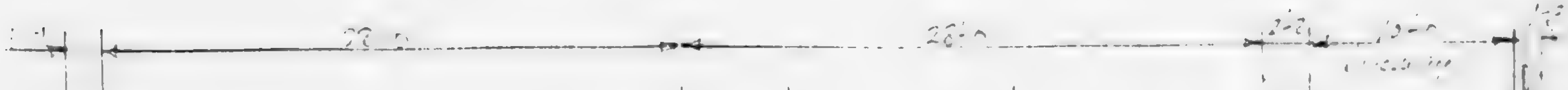
Date: 7/14/80

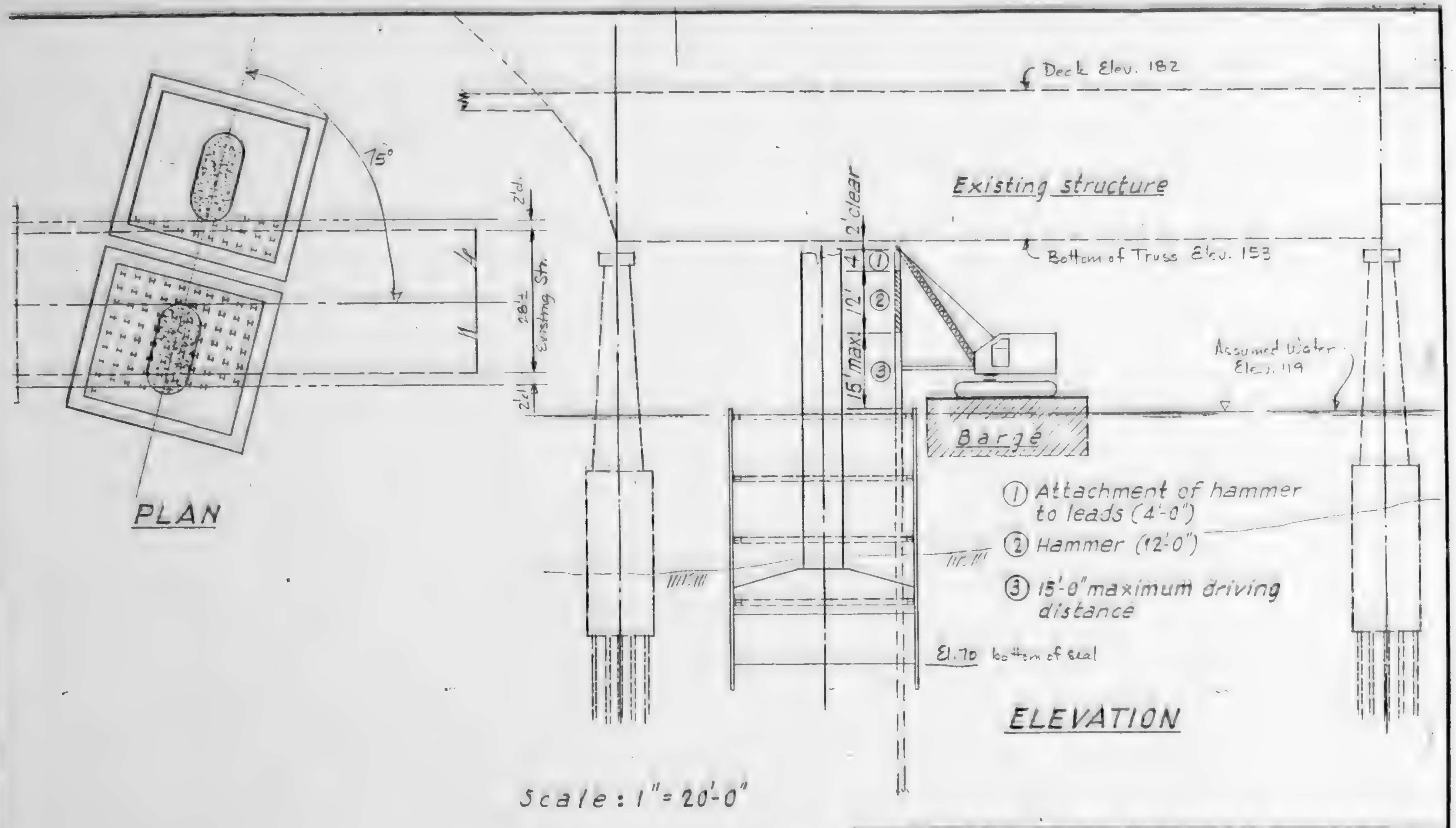
Bridge No. 1236

SP367746-731


15'-11"
26'-6" Stage Ⅰ Construction
Extg ℄
Stage Ⅰ Traffic
12-0
12'-0
1-5½
6
4@5-6 = 22-0
4-0
0-6
5'-6"
5'-6"
5'-6"
5'-6"
25'-0"


45'-7" Stage Ⅱ Construction
4-0
5 @ 6-10½ = 34-4½
6'-3½"
1-3
24'-0" Rdwy - Stage ② Traffic
1-3
Closure pour
Extg ℄ ← new ℄
10'-0"
25'-0"


1-3
28'-0
28'-0
2-2
10-0
1-3


Deck Elev. 182
75°
Existing structure
2'cl.
28'±
Existing Str.
2'cl.
2'clear
4
12'
15'max.
①
②
③
Bottom of Truss Elev. 153
Assumed Water Elev. 119
Barge
PLAN
① Attachment of hammer to leads (4'-0")
② Hammer (12'-0")
③ 15'-0" maximum driving distance
El. 70 bottom of seal
ELEVATION
Scale: 1" = 20'-0"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CENTER STREET BRIDGE
STAGE CONSTRUCTION

APPROVED:
BRIDGE ENGINEER

DATE 7/80
BRIDGE NO. 123K
DESIGNED T.I.S
DRAWN
DRAWING NO. SKETCH "B"

FORM 734-3136 (Rev. 7-78)

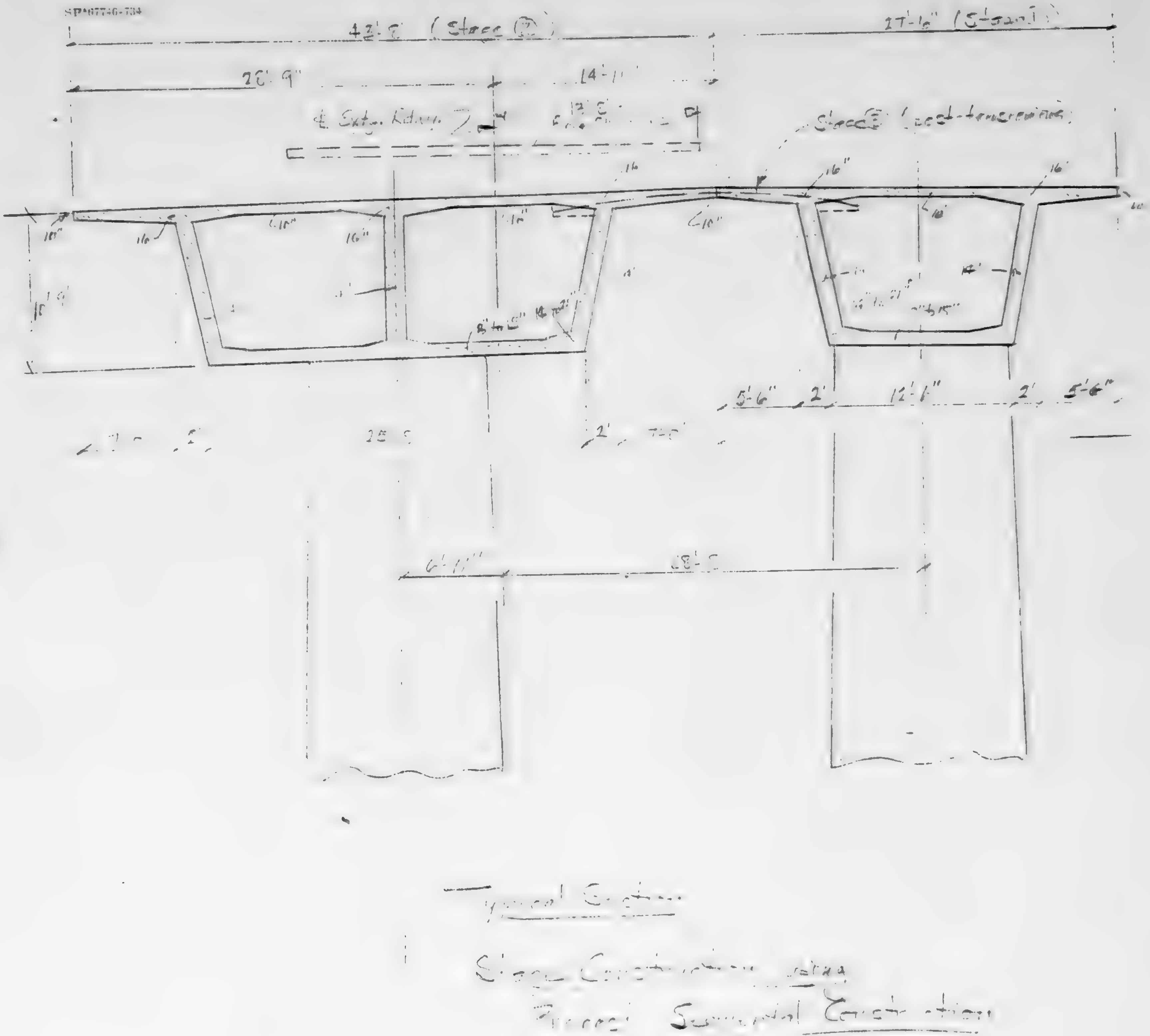
BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet Sketch "C"

Bridge Center St. Br. - Prelim Estimate - Stage vs Detour County Mar. - Polk

Calculations by TJS Date 7/21/80 Bridge No. 123k

SP*67746-734



43'-8" (Stage ②)
17'-6" (Stage ①)
28'-9"
14'-11"
℄ Exstg. Rdwy.
Stage ① (post-tensioning)
16"
10"
10'9"
8"
5'-6"
2'
12'-1"
2'
5'-6"
2'
6'-11"
28'-5"

Typical Section

Stage Construction using
Precast Segmental Construction

FORM 734-3136 (Rev. 7-78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet ....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/16/80 Bridge No. 123k

SP*67746-734

"Detour" - CIP - PTCBG Cantilevers w/ Precast Bms.

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	653,300
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	11,400	12^{00}	136,800
Furnish Steel Piling - HP12x53	Lin. Ft.	80,240	13^{00}	1,043,100
Drive Steel Piling	Each	680	450^{00}	306,000
Splice Steel Piling	Each	680	100^{00}	68,000
Riprap	Cu. Yd.	6,400	17^{00}	108,800
Concrete - Cl. 5000	Cu. Yd.	4,940	300^{00}	1,482,000
- Cl. 3300	Cu. Yd.	6,480	240^{00}	1,555,200
Metal Reinforcement - uncoated	Lbs.	1,760,000	0^{50}	880,000
- epoxy	Lbs.	160,000	0^{70}	112,000
Prestressing Steel	Lbs.	270,000	1^{00}	270,000
Prestressed Conc. I beams - 140'	Each	40	$17,000^{00}$	680,000
- 125'	Each	10	$15,000^{00}$	150,000
Pedestrial Rail	Lin. Ft.	970	40^{00}	38,800
Expansion Jt - double	Lin. Ft.	140	100^{00}	14,000
Removal of existing structure	—	—	All	320,000
Subtotal				8,818,000
E & C (30%)				2,645,000
Total Cost				11,463,000

FORM 734-3136 (Rev. 7-76)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet ....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs. Detour County Mar. - Polk

Calculations by TJS Date 7/16/80 Bridge No. 123K

SP 67746-731

"Stage" - CIP - PTCBG Cantilevers w/ Precast Beams

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	800,000
Shoring, Cribbing & Work Trestle	—	—	All	1,400,000
Structure Excavation	Cu. Yd.	14,000	12^{00}	168,000
Furnish Steel Piling - HP 12x53	Lin. Ft.	92,750	13^{00}	1,205,800
Drive Steel Piling	Each	75/711	$800^{-}/550^{-}$	451,000
Splice Steel Piling	Each	1,086	100^{00}	108,600
Riprap	Cu. Yd.	6,400	17^{00}	108,800
Concrete - Cl. 5000	Cu. Yd.	5,170	330^{00}	1,706,000
- Cl. 3300	Cu. Yd.	7,180	250^{00}	1,795,000
Metal Reinforcement - uncoated	Lbs.	1,850,000	0^{55}	1,017,500
- epoxy	Lbs.	160,000	0^{75}	120,000
Prestressing Steel	Lbs.	300,000	1^{50}	450,000
Prestressed Conc. I beams - 140'	Each	44	18,500	814,000
- 125'	Each	11	16,500	181,500
Pedestrian Rail	Lin. Ft.	970	40^{00}	38,800
Expansion Joint - [illegible]	Lin. Ft.	140	100^{00}	14,000
Removal of existing structure	—	—	All	400,000
Subtotal				10,779,000
E & C (30%)				3,234,000
Total Cost				14,013,000

FORM 734-3136 (Rev. 7-78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet ....

Bridge Center St. Bridge - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/16/80 Bridge No. 123K

SP*67746-734

"Detour" - Cost-in-place P.T.C.B.G.

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	676,400
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	11,400	12^{00}	136,800
Furnish steel piling - HP12x53	Lin. Ft.	84,960	13^{00}	1,104,500
Drive Steel piling	Each	720	450^{00}	324,000
Splice Steel piling	Each	720	100^{00}	72,000
Riprap	Cu. Yd.	6,400	17^{00}	108,800
Concrete - Cl. 5000	Cu. Yd.	6,060	350^{00}	2,121,000
- Cl. 3300	Cu. Yd.	6,430	240^{00}	1,543,200
Metal Reinforcement - uncoated	Lbs.	1,900,000	0^{50}	950,000
- epoxy	Lbs.	315,000	0^{70}	220,500
Prestressing Steel	Lbs.	500,000	1^{00}	500,000
Pedestrian Rail	Lin. Ft.	970	40^{00}	38,800
Expansion Jt. - double	Lin. Ft.	140	100^{00}	14,000
Removal of existing structure	—	—	All	320,000
Subtotal				9,130,000
E & C (30%)				2,739,000
Total Cost				11,869,000

FORM 734-3136 (Rev. 7/76)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet

Bridge Center St. Br. - Prelim. Estimate - Stage vs Detour County Mar.-Polk

Calculations by TJS Date 7/17/80 Bridge No. 1236

SP67736-734

"Detour" - Welded Steel Girders

Item	Unit	Quantity	Rate	Total Cost
Mobilization	—	—	8%	714,500
Shoring, Cribbing & Work Trestle	—	—	All	1,000,000
Structure Excavation	Cu. Yd.	10,300	12^{00}	123,200
Furnish Steel Piling (HP12x53)	Lin. Ft.	73,160	13^{00}	951,100
Drive Steel Piling	Each	620	450^{00}	279,000
Splice Steel Piling	Each	620	100^{00}	62,000
Riprap	Cu. Yd.	6,400	17^{00}	139,400
Concrete - Cl. 4500	Cu. Yd.	1,730	300^{00}	519,000
- Cl. 3300	Cu. Yd.	5,800	240^{00}	1,392,000
Metal Reinforcement - uncoated	Lbs.	1,130,000	0^{50}	565,000
- epoxy	Lbs.	180,000	0^{70}	126,000
Structural Steel	Lbs.	3,400,000	1^{00}	3,400,000
Pedestrian Rail	Lin. Ft.	970	40^{00}	38,800
Expansion Jt. - Double	Lin. Ft.	140	100^{00}	14,000
Removal of existing structure	—	—	All	320,000
Subtotal				9,644,000
E & C (30%)				2,893,000
Total Cost				12,537,000

9541

GAP

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: July 15, 1980

In reply refer to: HRC-010

SUBJECT: FEIS/4(f) - Oregon Project BRF-TQF-47(9)
Willamette River (Center Street and
Marion Street) Bridge
Willamina-Salem Highway, ORE 22
Marion and Polk Counties, Oregon
FHWA-OR-EIS-79-10-F

send this to
Ed Hunter.

FROM : Assistant Regional Counsel
Region 10

NOTED
E. S. HUNTER

TO : Mr. Roger K. Scott, Director
HED-010.5 Office of Environment and Design

We have reviewed the subject FEIS/4(f) statement and the proposed § 4(f) determination. We find the statement, including the § 6(f) concern, to be sufficient. We also find that the § 4(f) determination furnishes an adequate factual basis for the Regional Administrator to reasonably conclude that there are no feasible and prudent alternatives to the proposed use of land from Wallace Marine Park, and that there has been all possible planning to minimize harm to the Park.

Although we find that the § 4(f) determination is legally sufficient, we would point out that the determination tends to be overly conclusory. It would provide a stronger basis for the decision if more facts were set out in logical order, showing the need for the project and why the selected alternative is superior to the other options. The determination is sound when read in conjunction with the FEIS/4(f) statement, but is less convincing when it stands alone. The 4(f) statement itself does a much better job of outlining why there are no viable alternatives to the proposed project and the steps taken to minimize harm, without the need for extrinsic information.

James F. Zotter
James F. Zotter

RECEIVED
TECHNICAL SERVICES
JUL 24'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9-41

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 10

July 1, 1980

Mr. Richard L. Knowles
Transportation Coordinator
MWCOG
220 High Street
Salem, OR 97301

NOTED
E. S. HUNTER

Dear Dick:

Per our discussion of the other day, I am enclosing a copy of the historical documentation that was necessary for obtaining Advisory Council approval of the Center/Marion Bridge project.

The documents consist of: Cultural Resources Technical Report No. 6, SHPO Letters of Review and Concurrence, Advisory Council Letters of Review and Concurrence, the Determination of Eligibility required for the Department of Interior, and portions of the EIS itself on Historical Resources.

This documentation and the sequence in which they were processed are all covered in the ACHP regulations I previously sent to you. These documents should serve as good guidelines for your staff where items of potential historic interest are impacted by the Salem transfer projects.

Please let me know if you have any questions, or desire to meet to discuss this process.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachments

RECEIVED
TECHNICAL SERVICES
JUL 2 '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Form 734-3122

1982 Will. R. (Center St.) Br. 9541
Sec. on the Willamina-Salem Hwy. in
Salem. #2

C&A 6761 5/16/79

GAP _
PM _
File

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

cc: E.S. Hunter
Walt Hart

June 18, 1980

NOTED
E. S. HUNTER

Mr. A. J. George, Jr.
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Re: Center and Marion Street Bridges
AQ Highway File No. 37-8014
Notice of Completed Application

Gentlemen:

The Department has completed a review of your application for construction of the above-referenced indirect source, to be located at Salem, Oregon.

The Department finds that the information provided is adequate to consider your application complete. A proposed decision to issue or deny a permit will be made on or before June 23, 1980. A 20-day public notice period will follow the Department's proposed decision, during which your comments as well as public comments will be received on the evaluation of the proposed project and proposed construction permit where applicable. The issuance or denial of an indirect source permit will be considered at the end of the notice period. Any public comment received may result in modifications to a proposed permit prior to issuance of a final permit.

If there are any questions, please contact me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:p
P37801.4M

cc: Polk County Planning Agency
Marion County Planning Agency
Dave Pratt, City of Salem
Dick Knowles, MWVCOG
Willamette Valley Regional Office

RECEIVED
TECHNICAL SERVICES
JUN 24'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 17, 1980

PLA 14-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Highway Bridge Replacement Program
HBR-OR/407.4

Your May 27 memorandum requested our needs for FY'81 planning purposes using discretionary bridge funds. You also requested we furnish information concerning other major future candidate bridges.

Attached is a form similar to what we submitted on June 29, 1979, which updates our cash flow estimated needs for Fiscal Years 1980 through 1983.

The Willamette River Bridge at Salem is a previously approved candidate and the Alsea Bay Bridge has been requested as an additional candidate.

DES:pf
Attachment

cc w/Attachment:
H. S. Coulter
E. S. Hunter
W. J. Hart

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

TOTAL FUNDS NEEDED
FISCAL YEARS 1980 THROUGH 1983

PROJECT	TYPE OF WORK	TOTAL COST IN MILLIONS	FISCAL YEAR NEEDS			
			80	81	82	83
Willamette River Br. No. 123A Center Street Salem, Oregon Project No. BFR-47(9)		26.9				
R/W			.4	1.1		
Construction				0.8	11.6	14.5
Alsea Bay Bridge No. 1746 Oregon Coast Highway Waldport, Oregon		37.6				
P.E.				.24	.48	.48
R/W					.3	.1
Construction						36.0

NOTE: Alsea Bay Bridge has been submitted as a candidate project.

9341

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-TQF-47(9)
Center and Marion Street Bridges
Salem, Oregon

Date: June 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

We have studied Mr. Hunter's submittal of June 10, 1980, on the Center and Marion Street Bridges across the Willamette River in Salem. Through normal channels we received a copy of Mr. Hunter's letter and attachments to Mr. Hershey, dated February 28, 1980. On March 25 we submitted to our Washington Office generally the submittal you forwarded. We have since received a reply from Washington addressing specifically the transfer of $2.9 million from the Center Street Bridge to the Marion Street Bridge for a temporary detour. They indicated to our Region Office that the use of HBR Discretionary Funds is limited to the Center Street Bridge.

We feel your case supporting the transfer is not strong enough to change this initial denial. We are, therefore, returning your proposal unapproved with the recommendation that the request be strengthened in several areas and resubmitted. Perhaps a better written explanation of the breakdown shown on Estimate Summary Sheet 5a of "Oregon DOT Highway Division Bridge Section, Center and Marion Street Bridges" would assist in supporting your case more completely. Describing the methods you propose in Alternate 2 by staging the Center Street Bridge construction (constructed while under traffic or with a separate detour) and constructing Marion Street Bridge to 56 feet wide and using it as the temporary 4 lane, 2 way detour, described as Alternate 3, should assist in supporting your case.

Below are our Washington Office and Region Office comments. You have answered why the steel alternate is not acceptable. Perhaps a quantity estimate would be helpful in better establishing this unacceptability. We do, however, agree with your comments.

In view of past experience with scour at the Center Street pier location, we feel you should study the hydraulics of Dwg. 35277 and Dwg. 35278 very carefully.

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					x	

R

Washington Office Comments (dtd 4-13-80)

1. Our review of the Draft EIS indicates it to be acceptable as is for finalization relative to structural aspects.

2. Proposed Marion Street widening design is acceptable utilizing steel girders to match the existing except the old and new units need to be rigidly tied together so as to eliminate the "floating slab."

3. The use of a different span arrangement for each Center Street alternate needs to be restudied and a single arrangement of spans chosen. Basically, we suggest adopting the spans shown on preliminary plan sheet 8 of 12 which are 190-240-240-190-108.83 feet.

4. A segmental alternate, post-tensioned transversely, needs to be included for the stage construction (alternate 2) concept for the Center Street Bridge. This would have the effect of removing the floating slab. See attached sketch for a better understanding of this recommendation.

5. A steel girder alternate is needed for the Center Street Bridge.

Region Office Comments (dtd 4-23-80)

1. We have been advised by the Washington Office Bridge Division that the use of HBR Discretionary Funds is limited to the Center Street Bridge.

2. We note that only concrete is contemplated for the superstructure of the replacement Center Street Bridge. We suggest structural steel as an alternate superstructure type, especially for that portion of bridge referred to as the "River Spans."

G. L. Green

Attachment
(sketch in item 4 above)

cc: w/attach
OSHD (E S Hunter, Tech Ser)
OSHD (W J Hart, Br)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

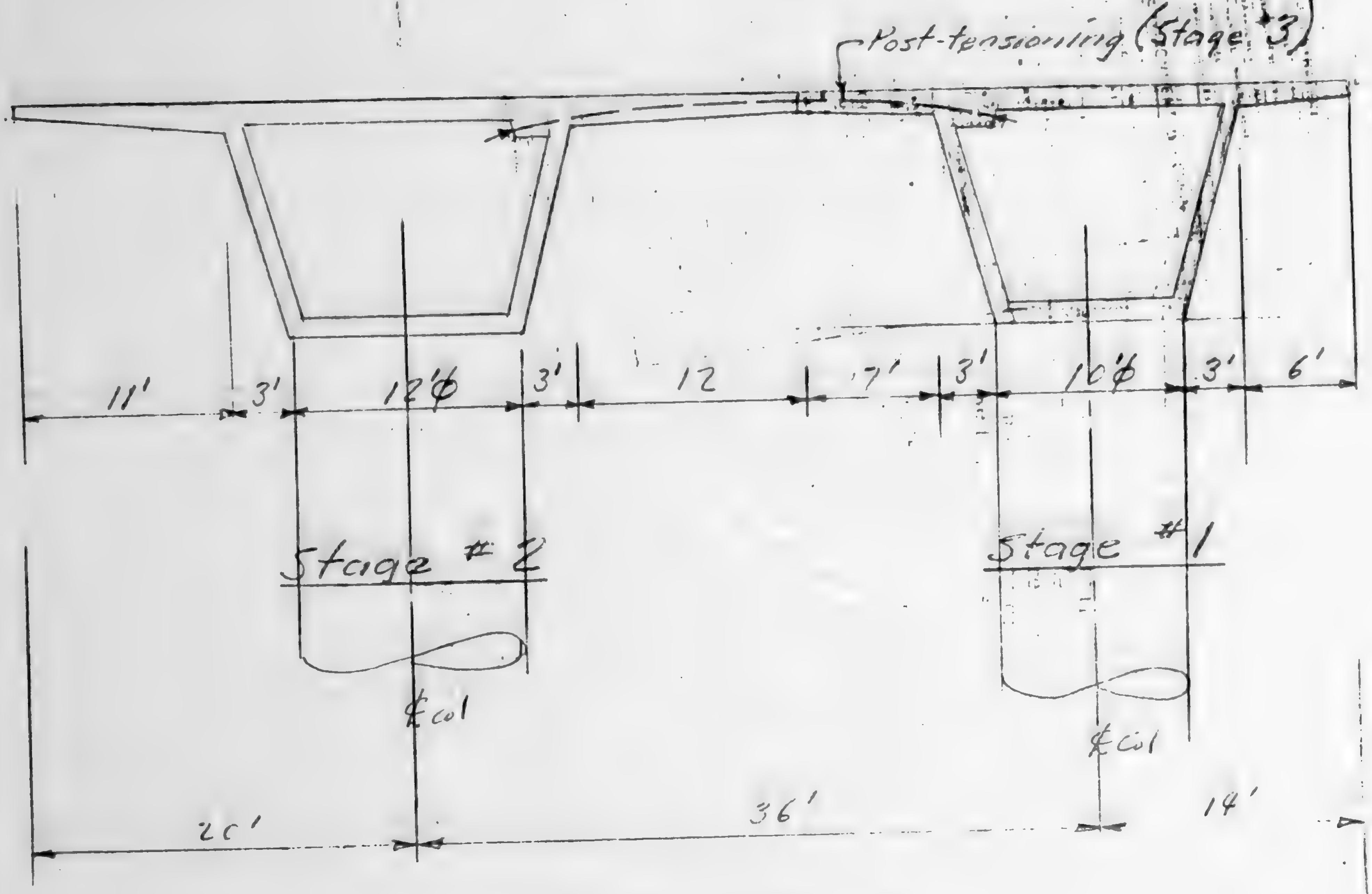
-72)

MADE BY .... DATE .... PROJECT ....

CHECKED BY .... DATE ....

CALCULATIONS FOR .... SHEET NO. ....

ACT


Post-tensioning (Stage #3)
11'
3'
12'Ф
3'
12
7'
3'
10'Ф
3'
6'
Stage # 2
Stage #1
℄ col
℄ col
20'
36'
14'

Center Street

Stage Construction

GENERAL FILES

DES 23
Brs. 123K
72538

June 10, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Center Street Bridge 123K
Marion Street Bridge 72538
Willamina-Salem Highway
Marion and Polk Counties

It has been estimated that a savings of $2.9 million can be realized by the elimination of stage construction during construction of the Center Street Bridge. In discussions with your staff over the past eighteen months, we have been encouraged by and felt that we had a verbal commitment that these savings could be applied to offset a portion of the cost of providing a 56-foot roadway on the Marion Street Bridge. The 56-foot width on Marion Street is necessary if it is to carry both east- and west-bound traffic during construction of the Center Street crossing.

We are therefore requesting your approval of the allocation of $2.9 million in Bridge Replacement Funds to the Marion Street widening project. The use of bridge replacement funds in this manner is entirely appropriate and a positive benefit can be gained by the road user, as opposed to the nonproductive expenditure of those same funds for stage construction.

The Final EIS on the Center-Marion Bridge project was forwarded to you on May 29, 1980. It is essential that we receive a timely response on this submittal if we are to advance the project to an early contract.

The Coast Guard has advised us that they will not take action on our request for a navigation permit for the two crossings until they have notice of approval of the Final Environmental Impact Statement.

I am enclosing five copies of a study which was made to estimate the cost of the Center Street crossing with and without stage construction. The report includes prints of Drawings 35277 and 35278 which are the two concrete alternates selected for further study. The report also contains a tentative construction schedule, together with estimated costs inflated to time of construction.

The primary purpose of this submittal is to establish a commitment of bridge replacement funds to the Marion Street Bridge as an offset against stage construction on Center Street. The final roadway width, span arrangement, and general type of construction will be as indicated on the enclosed drawings. A more detailed study is under way to establish the final type of concrete superstructure to be advanced to final design on Center Street. The final selection of superstructure type will not change the estimated savings of stage versus non-stage construction. A steel beam alternate for Center Street was approximately $1 million higher in cost than a concrete alternate.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Walter J. Hart
J. H. Versteeg
Gary Potter
C. O. Fredrickson

WJH:dh ja

MARION ST. AND CENTER ST. BRIDGES
COST AND FUNDING SUMMARY
EIS ALTERNATE 3

4-lane Center Street Bridge
56 ft. roadway with 10 ft. bikeway
4-lane Marion Street Bridge
56 ft. roadway with 5 ft. walk

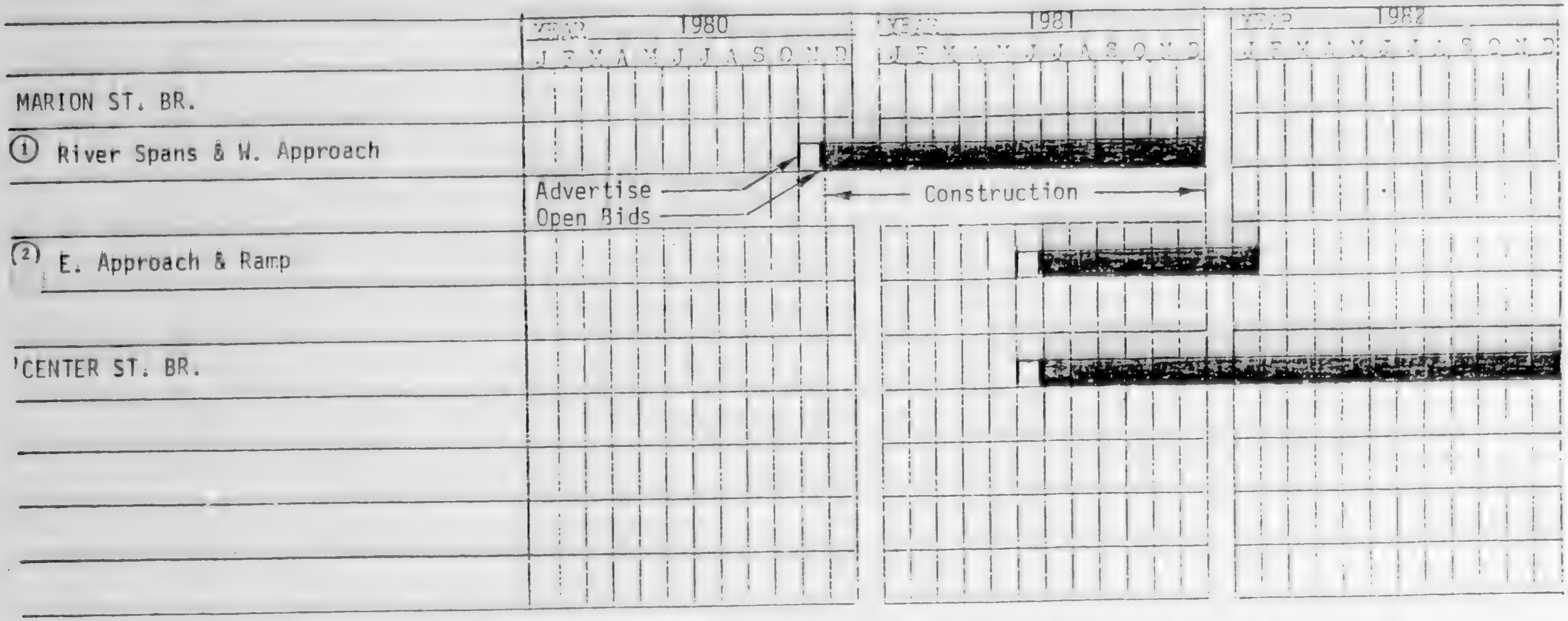
COST ESTIMATE	Cost Estimate Jan. 1, 1980	Assumed Inflation factor to time of contract	Cost Estimate Time of contract
Marion St. Br.			
River spans & W. Approach	$ 8,600,000	1.18	$10,200,000
East Approach & Ramp	2,600,000	1.27	3,300,000
Subtotal	$11,200,000	-	$13,500,000
Center St. Br.	17,700,000	1.27	22,500,000
Right of Way	1,300,000	1.18	1,500,000
Grand Total	$30,200,000	-	$37,500,000

FUNDING	Funding as of Jan. 1, 1980 times inflation to time of contract	TOTAL	FEDERAL	STATE	CITY
Marion St. Br. (I-305 Transfer)	*(5.4)(1.18)	$ 6,400,000	$ 5,400,000	- - - -	$1,000,000
Marion St. Br. (HBR)	**(2.3)(1.27)	2,900,000	2,300,000	$ 600,000	- - - -
Short Fall (I-305 Transfer)	(3.5)(1.20)	4,200,000	3,600,000	600,000	- - - -
Subtotal	(11.2)	$13,500,000	$11,300,000	$1,200,000	$1,000,000
Center St. Br. (HBR)	(17.7)(1.27)	22,500,000	18,000,000	4,500,000	- - - -
Right of Way (HBR)	(1.3)(1.18)	1,500,000	1,200,000	300,000	- - - -
Grand Total	$30,200,000	$37,500,000	$30,500,000	$6,000,000	$1,000,000

*I-305 Transfer Funds for the 3-lane, 38-foot roadway, Marion Street Bridge, was $3.146 million. This escalated to $5.4 million as of January 1, 1980.

**This assumes the Federal Hwy. Admin. will approve the transfer of funds from the Center Street Bridge. If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some saving may be realized in the cost of constructing the Center Street Bridge.

CENTER ST.-MARION ST. BRIDGES
E.I.S. Alternate 3 (Detour to Marion St. Br.)
Schedule Assuming
Coast Guard Approval Nov. 1, 1980



The date for advertising is controlled by obtaining Coast Guard approval which has been assumed to Nov. 1, 1980.

The date for advertising is controlled by completing the acquisition of right of way which has been assumed to be June 1, 1981.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BRIDGE SECTION

CENTER AND MARION STREET BRIDGES

This study was made to estimate the construction savings of building the Center Street Bridge without stage construction.

If the Marion Street Bridge is widened to 38 feet, the Center Street traffic would have to be carried on the Center Street Bridge requiring the bridge to be built using stage construction as shown on Sheet 9 of the accompanying drawings. We refer to this plan as Alternative 2.

If the Marion Street Bridge is widened to 56 feet, as shown on Sheet 3 of the accompanying drawings, the Center Street traffic could be detoured to the Marion Street Bridge allowing the Center Street Bridge to be built without stage construction. We refer to this plan as Alternative 3.

The estimates are for a 56-foot roadway on the Center Street Bridge and both a 38-foot wide and a 56-foot wide roadway on the Marion Street Bridge. These estimates are shown in detail on Sheets 1a through 4a of the Appendix and are summarized in the following table.

COST ESTIMATES (Jan. 1, 1980)

Alternative 2		Alternative 3		Savings Without Stage Const.
(Stage Construction)		(Detour to Marion)		
38' Marion*	= $ 5,100,000	56' Marion	= $11,200,000	
56' Center	= 20,000,000	56' Center	= 17,700,000	$2,300,000
Total**	$25,100,000		$28,900,000	

*In order to maintain pedestrian traffic, the Center Street Bridge would have to be completed before the north side of Marion Street Bridge is started. This would delay construction of Marion Street Bridge for 1 1/2 to 2 years.

**Estimates include approximately $1,000,000 for the deck resurfacing of the portion of the bridges to be left in place. This amount is eligible for RRR Funds (deck restoration).

Sheet 1 of the accompanying drawings shows the plan for both bridges with 56-foot wide roadways, their approaches and ramps, both existing and proposed. The west approaches show the widening and additional ramp that have been recommended to keep the traffic weaving movements to a minimum. Sheets 2 through 5 show the plan, elevation and typical roadway sections for the Marion Street Bridge. Sheets 6 through 8 and 12 show the plan, elevation and typical roadway sections for the Center Street Bridge. Sheet 9 shows the plan, elevation, and typical roadway section for the river spans of Center Street Bridge using stage construction. Sheet

10 and 11 show alternate designs for the river spans of Center Street Bridge. A comparison of the relative costs between alternate designs for the river spans of Center Street Bridge is shown on Sheet 5a of the Appendix.

An approximate time schedule for the construction of both bridges for Alternatives 2 and 3 is shown on Sheets 6a and 7a of the Appendix.

31-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet No. 1a

Alternate 2

Bridge Marion St. Bridge (38' Roadway - Widen Both Sides) Mar.-Polk

Calculations by TJS Date 11/2/79 Bridge No. 7253B

SP*67795-734

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	291,600
Shoring & Cribbing	All	—	—	10,000
Structure Excavation	Cu. Yd.	1,700	12^{00}	20,400
Structural Concrete - 4500-1½	Cu. Yd.	2,350	330^{00}	775,500
" " - 3300-1½	Cu. Yd.	980	300^{00}	294,000
Metal Reinforcement - uncoated	Lbs.	640,000	0^{55}	352,000
" " - epoxy	Lbs.	240,000	0^{75}	180,000
Structural Steel	Lbs.	160,000	2^{00}	320,000
Two Tube Rail	Lin. Ft.	6,000	45^{00}	270,000
Expansion Jts. - double	Lin. Ft.	130	100^{00}	13,000
" " - single	Lin. Ft.	460	50^{00}	23,000
Special Wall Backfill	Cu. Yd.	3,000	10^{00}	30,000
P.C.C. deck resurfacing - old deck	Sq. Yd.	7,200	80^{00}	576,000
Removal of existing rail, curb & Sw	Lin. Ft.	6,000	50^{00}	300,000
Maintenance of traffic	All	—	—	200,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2^{50}	27,500
Subtotal				3,933,000
30% Engineering & Contingencies				1,180,000
Total Cost				5,113,000

Oregon State Highway Divisio
BRIDGE DESIGN UNIT

Alternate 2

Sheet 2a

Bridge Center St. Bridge (56' Roadway - Stage Construction)

County Mar.-Po

Calculations by TJS

Date 10/2/79

Bridge No. 7253B

SP*67713-734

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,136,800
Shoring, Cribbing & Work Trestle	All	—	—	1,400,000
Structure Excavation	Cu. Yd.	17,000	12^{00}	204,000
Furnish Steel Piling - HP12x53	Lin. Ft.	66,000	13^{00}	858,000
Drive Steel Piling	Each	1,100	550^{00}	605,000
Special Wall Backfill	Cu. Yd.	2,500	10^{00}	25,000
Riprap	Cu. Yd.	8,200	17^{00}	139,400
Structural Concrete - 5000-1½	Cu. Yd.	5,170	330^{00}	1,706,100
" " - 4500-1½	Cu. Yd.	2,000	330^{00}	660,000
" " - 3300-1½	Cu. Yd.	12,700	250^{00}	3,175,000
Metal Reinforcement - uncoated	Lbs.	3,720,000	0^{55}	2,046,000
" " - epoxy	Lbs.	450,000	0^{75}	337,500
Prestressing Steel	Lbs.	300,000	1^{50}	450,000
Prestr. Conc. I-beams - 140'	Each	22	$18,500^{00}$	407,000
" " " - 137'	Each	22	$18,000^{00}$	396,000
" " " - 115'	Each	10	$14,800^{00}$	148,000
Pedestrian Rail	Lin. Ft.	3140	40^{00}	125,600
Expansion Joints - double	Lin. Ft.	140	100^{00}	14,000
" " - single	Lin. Ft.	700	50^{00}	35,000
R.C. End Panels	Sq. Yd.	3600	46^{00}	165,600
P.C.C. deck resurfacing - Old deck	Sq. Yd.	2800	70^{00}	196,000
Removal of existing structure	All	—	—	525,000
Maintenance of Traffic	All	—	—	250,000
Illumination & Signing	All	—	—	300,000
Grading & Paving	Sq. Ft.	18,000	2^{50}	45,000
Subtotal				15,350,000
30% Engr. & Cont.				4,605,000
Total Cost				19,955,000

BRIDGE DESIGN UNIT

Alternate 3

Sheet 3a

Bridge Marion St. Bridge (56' Roadway - Widen One Side)

County Mar-Polk

Calculations by TJS

Date 11/1/79

Bridge No 72538

SP-6715-78

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	638,400
Shoring, Cribbing & Worktrestle	All	—	—	800,000
Structure Excavation	Cu. Yd.	10,600	12^{00}	127,200
Furnish Steel Piling - HP12x53	Lin. Ft.	24,000	13^{00}	312,000
Drive Steel Piling	Each	400	450^{00}	180,000
Special Wall Backfill	Cu. Yd.	3,500	10^{00}	35,000
Riprap	Cu. Yd.	5,500	17^{00}	93,500
Structural Concrete - 4500-1½	Cu. Yd.	2,800	330^{00}	924,000
" " - 3300-1½	Cu. Yd.	6,200	300^{00}	1,860,000
Metal Reinforcement - uncoated	Lbs.	1,720,000	0^{50}	860,000
" " - epoxy	Lbs.	370,000	0^{70}	259,000
Structural Steel	Lbs.	1,400,000	1^{00}	1,400,000
Expansion Joints - double	Lin. Ft.	120	100^{00}	12,000
" " - single	Lin. Ft.	600	50^{00}	30,000
R.C. End Panels	Sq. Yd.	140	46^{00}	6,400
P.C.C. Deck Resurfacing - Old deck	Sq. Yd.	7550	70^{00}	528,500
Removal of existing curb & rail	Lin. Ft.	2610	50^{00}	130,500
Maintenance of traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2^{50}	27,500
Subtotal				8,624,000
30% Engineering & Contingencies				2,587,000
Total Cost				11,211,000

Oregon State Highway Divisi
BRIDGE DESIGN UNIT

Alternate 3

Sheet 4a

Bridge Center St. Bridge (56' Roadway – Detour to Marion)

County Mar.–Polk

Calculations by TJS

Date 11/1/79

Bridge No. 7253B

SP[illegible]

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,005,400
Shoring, Cribbing & Work Trestle	All	—	—	1,000,000
Structure Excavation	Cu. Yd.	16,000	12^{00}	192,000
Furnish Steel Piling – HP 12x53	Lin. Ft.	60,000	13^{00}	780,000
Drive Steel Piling	Each	1,000	450^{00}	450,000
Special Wall Backfill	Cu. Yd.	2,500	10^{00}	25,000
Riprap	Cu. Yd.	8,200	17^{00}	139,400
Structural Concrete – 5000-1½	Cu. Yd.	4,940	300^{00}	1,482,000
" " – 4500-1½	Cu. Yd.	2,000	300^{00}	600,000
" " – 3300-1½	Cu. Yd.	11,850	240^{00}	2,844,000
Metal Reinforcement – uncoated	Lbs.	3,610,000	0^{50}	1,805,000
" " – epoxy	Lbs.	450,000	0^{70}	315,000
Prestressing Steel	Lbs.	270,000	1^{00}	270,000
Prestr. Conc. I-beams – 140'	Each	40	$17,000^{00}$	680,000
" " " – 109'	Each	10	$13,300^{00}$	133,000
Pedestrian Rail	Lin. Ft.	3140	40^{00}	125,600
Expansion Joints – double	Lin. Ft.	140	100^{00}	14,000
" " – single	Lin. Ft.	700	50^{00}	35,000
R.C. End Panels	Sq. Yd.	360	46^{00}	165,600
P.C.C. Deck Resurfacing – Old deck	Sq. Yd.	2800	70^{00}	196,000
Removal of Existing Structure	All	—	—	445,000
Maintenance of Traffic	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	30,000	2^{50}	75,000
Detour Structures	All	—	—	400,000
Subtotal				13,577,000
30% Engr. & Cont.				4,073,000
Total Cost				[illegible]

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 5a

Center St. Br.

County Marion

T.C.

Date 11/[illegible]

Bridge No. 12[illegible]

Summary of Alternate Designs for Main Span

Alt. 3A, Detour in Marion: (See Sheet 8 of drawings)

Type: C.I.P.-P.T.C.B.G. Cantilevers w/ Precast Beams

Cost = $8,200,000 + $2,400,000 = $10,600,000

Alt. 2A, Stage Construction: (See Sheet 7 of drawings)

Type: Same as Alt. 3A

Cost = $10,000,000 + $3,200,000 = $13,200,000

Alt. 3B, Detour in Marion: (See Sheet 10 of drawings)

Type: C.I.P. - P.T.C.B.G.

Cost = $7,800,000 + $2,400,000 = $10,200,000

Alt. 3C, Detour in Marion: (See Sheet 11 of drawings)

Type: Precast Segmental P.T.C.B.G.

Cost = $8,200,000 + $2,400,000 = $10,600,000

DES 23
Br 123K

June 2, 1980

Salem Planning Division
305 Civic Center
Salem, OR 97301

Gentlemen:

The Highway Division of the Oregon Department of Transportation hereby applies for a conditional use permit to widen the existing structures and construct new approaches on portions of the Center and Marion Street Bridges located inside the boundaries of the Willamette River Greenway.

Funding and scheduling considerations make it imperative that all the permits required for this project are obtained as soon as possible. Therefore, I would appreciate this application being placed on the Planning Commission's agenda at the earliest opportunity.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Vern Skoog
Walt Hart
C. O. Fredrickson

PAA:dh ja

Conditional Uses

SALEM PLANNING DIVISION
Room 305, Civic Center
Salem, Oregon 97301
(503) 588-6173

FILED BY:

E. S. Hunter

Name

Oregon State Highway Division

Address

200 Transportation Building

City, State, Zip Code

Salem OR 97310

Phone Number

378-6888

Contact Person

Paul Anderson

Phone Number

378-6551

1. REQUEST (List each item separately, including the code section number involved.)
To widen the approaches and replace the existing river spans on the Center St. Bridge. To widen the approaches and river spans on the Marion St. Bridge.
Code Sect. No. 125.070

2. LOCATION of property (Address, or relation to an addressed property or street intersection.)
Center and Marion Sts. crossings of Willamette River

3. "EXHIBIT A" LEGAL DESCRIPTION, as it appears on the deed of the subject property and attach. Not Applicable

4. ZONE in which property is located: PP - Polk Co. CB & IC - Marion Co.

5. "EXHIBIT B" PLOT PLAN. Follow instructions as shown by example of Plot Plan. For duplex requests: "Duplex Development Checklist" must be included.

6. "EXHIBIT C" REASON request is made. Attach statement, giving reasons and comments, answering conditions "a" through "c" under CONSIDERATIONS.

7. "EXHIBIT D" NAMES, ADDRESSES, AND ZIP CODES of each owner (husband and wife) of the subject property, and all property within 100 feet from and parallel to the boundaries of the subject property.

8. ASSESSOR'S MAP. Attach blueline copy of County Tax Assessor's Map showing subject area. Photocopies will be not accepted.

(CONTINUED ON REVERSE SIDE)

9. FILING FEE. Conditional Use $125.00 Make check payable to "City of Salem."

10. SIGNATURES of each owner or contract purchaser (husband and wife).

All the above statements and statements in the plot plan, attachments and exhibits transmitted herewith are true to the best of my knowledge.

DATED this 2 day of June 19 80.

SIGNATURE:	NAME (PRINT OR TYPE):	ADDRESS:
E. S. Hunter	E. S. Hunter	Room 200 Transportation Bldg. Salem, Ore.

______ "Notice of Public Hearing" Posting

______ Affidavit of "Posting Notice"

______ Public Hearing Date

______ Neighborhood Association

______ Councilmember

______ Date

______ Received by

______ Receipt No.

EXHIBIT C

The Highway Division of the Oregon Department of Transportation proposes to replace the existing river spans and widen the approaches of the Center Street Bridge and to widen the existing river spans and approaches of the Marion Street Bridge over the Willamette River.

The project is needed because the river spans on Center Street are structurally inadequate for modern traffic loads. Both structures are presently inadequate to carry existing traffic volumes and will be seriously overtaxed by the traffic volumes that are projected for the year 2000. Also the narrow decks, lack of shoulders, and poor separation of pedestrian and bicycle traffic from motor vehicles has resulted in safety hazards on both structures.

Conformance with state and local goals and policies are discussed in detail on pages 79 through 84 of the draft environmental impact statement. It was found that although the project would have some adverse effects, most would occur during construction and would not have a lasting effect. It was also found that the "Build" alternative was more in compliance with the region's goals than the "No-Build".

The project will not have a materially adverse effect on the well-being of the general public. The "Build" alternative will allow an increase in traffic that could result in increased air and noise pollution. These increases are not expected to exceed guidelines after the construction period.

We feel that the adverse effects will be greatly outweighed by increased convenience and safety for the motoring public.

	TYPE OR PRINT ONE NAME IN EACH BOX BELOW FOR EACH AFFECTED PROPERTY OWNER	EXHIBIT D
P G E H L CLARK CONTROLLER 621 S W ALDER PORTLAND OR 97205	URBAN RENEW AGENCY OF SALEM 555 LIBERTY SALEM OR 97301	ELOIS E PETERSON 545 HOOD ST N E SALEM OR 97303
ABEL & DOROTHY STEINBOCK 145 CENTER ST N E SALEM OR 97301	ALLEN C JONES c/o ARMSTRONG MICHKEL B ETAL 3440 ELDERBERRY DR S SALEM OR 97302	HADLEY, SHIRLEY MCKEY ETA c/o ELLIOTT, RUSSELL L ET AL MARION SQUARE 225 COMMERCIAL S E SALEM OR 97302
B E R I INC P O BOX 12809 SALEM OR 97309	U R A 555 HIGH ST S E SALEM OR 97301	RICHARD L & NANCY TAW c/o FIRESTONE TIRE & RUBBER CO 388 COMMERCIAL ST N E SALEM OR 97301
U S NATL BANK OF OREGON c/o ROBERSON MOTORS 435 COMMERCIAL S E SALEM OR 97301	ROBERSON MOTORS 435 COMMERCIAL S E SALEM OR 97301	CLAIR E & DOROTHY E WEAVER 660 18TH N E SALEM OR 97303
GRACE M TAYLOR 614 CASCADE DR N W SALEM OR 97304	T B JONES ESTATE c/o ROBERSON MOTORS 435 COMMERCIAL S E SALEM OR 97301	EVERETT J & BELLE SICKLER 4701 E EVERGREEN BLVD VANCOUVER WA 98661
BEN HAUCK c/o HAUCK, BEN 16305 OAKDALE RD DALLAS OR 97338	GRACE M TAYLOR 614 CASCADE DR N W SALEM OR 97304	BERTHA GRENLEY DONALD P SCHMIDT ET AL c/o COMMERCIAL BUSINESS SUPPLY 120 COMMERCIAL ST N E SALEM OR 97301
	EDWARD A KNAPP ET AL c/o MASTER SERVICE CENTER P O BOX 12034 SALEM OR 97309	STATE OF OREGON DEPT OF TRANSPORTATION TRANSPORTATION BLDG SALEM OR 97310
CITY OF SALEM 555 LIBERTY S E SALEM OR 97301	T B JONES ESTATE c/o PIONEER TRUST CO P O BOX 2305 SALEM OR 97308	DOROTHY M R KININGHAM 4562 CENTURY DR S SALEM OR 97301
D DECKER, P KRINER, & D FIELDS 7585 STATE ST SALEM OR 97301		

	TYPE OR PRINT ONE NAME IN EACH BOX BELOW FOR EACH AFFECTED PROPERTY OWNER	
RNEST E & LEONA A MONNER 1243 DOAKS FERRY RD N W SALEM OR 97304	LUCILLE C LEWIS c/o DELBERT J & TRUDY A EDWARDS 16220 OAKDALE RD DALLAS OR 97338	BERNARD F & MIRIM L BEDNARZ 315 MISSION S E SALEM OR 97302
J LOWERY JR., HOUCK, W. M. LOWERY, S H & K S WESTFALL & ELEANOR J STILES 3853 RIVER ROAD N SALEM OR 97304		

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
INT 7
LOC 11 #30

May 16, 1980

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Dear Mr. Newgard:

Enclosed is an application for a Section 404 permit for the removal of the existing Center Street Bridge and construction of a new bridge at the same location and the widening of the existing Marion Street Bridge over the Willamette River in Salem on the Salem-Willamina Highway. Drawings showing plans and elevations of the proposed bridges are enclosed.

We would appreciate your earliest consideration of this application. If funds become available, we hope to let a project for the structures this summer.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 378-6265.

Sincerely,

Frank E. Terpin
Location Engineer

DFK:ge
Encl.

cc: E. S. Hunter w/att.
W. J. Hart "
D. Trout "
D. E. Keyes "

RECEIVED
TECHNICAL SERVICES
MAY 16 '80
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145-2-1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92–500 and Section 103 of P. L. 92–532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date

16 May 1980
Day Mo. Yr.

3. For Corps use only.

4. Name and address of applicant.

Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Bldg.
Salem, OR 97310

Telephone no. during business hours
A/C (503) 378-6883
A/C ( )

5. Name, address and title of authorized agent.

Donald E. Keyes, Federal Projects Liaison Engr.
Oregon State Highway Division
200 Transportation Bldg.
Salem, OR 97310

Telephone no. during business hours
A/C (503) 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float–supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

Replace the existing Center Street Bridge and widen the Marion Street Bridge for use by the public. The new Center Street Bridge and the widening of the Marion Street Bridge will be constructed on piling with concrete footings. There will be approximately 8,200 cubic yards of concrete placed below high water and approximately 18,000 cubic yards of riprap used to protect the footings.

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

Portland General Electric
621 S.W. Alder Street
Portland, OR 97205

Allen C. Jones
3440 Elderberry Drive S.
Salem, OR 97302

Urban Renewal Agency
City of Salem
145 Center Street NE
Salem, OR 97301

City of Salem
555 Liberty Street SE
Salem, OR 97301

8. Location where proposed activity exists or will occur.

Address:

Marion Street and Center Street
Street, road or other descriptive location

Salem
In or near city or town

Marion and Polk OR
County State Zip Code

Tax Assessors Description: (If known)

–	–	–
Map No.	Subdiv. No.	Lot No.
22	7S	3W
Sec.	Twp.	Rge.

9. Name of waterway at location of the activity.

Willamette River

10. Date activity is proposed to commence. Summer 1980

Date activity is expected to be completed Fall 1982

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO

If answer is "Yes" give reasons in the remark section. Month and year the activity was completed -. Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
U.S. Coast Guard	Permit	-	May 6, 1980	-
Oregon Division of State Lands	Permit	-	-	-

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

Equipment to be used will be dragline, pile driver, bulldozers, dump trucks and other miscellaneous equipment.

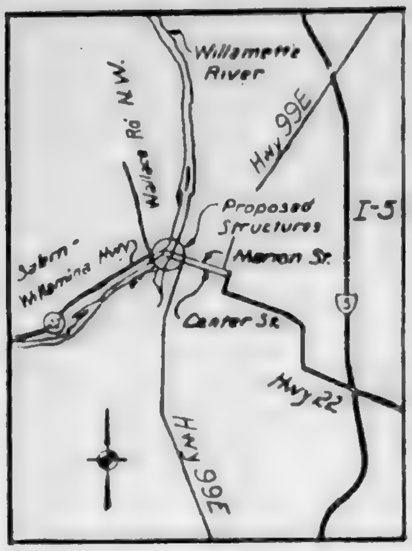
15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. [illegible]

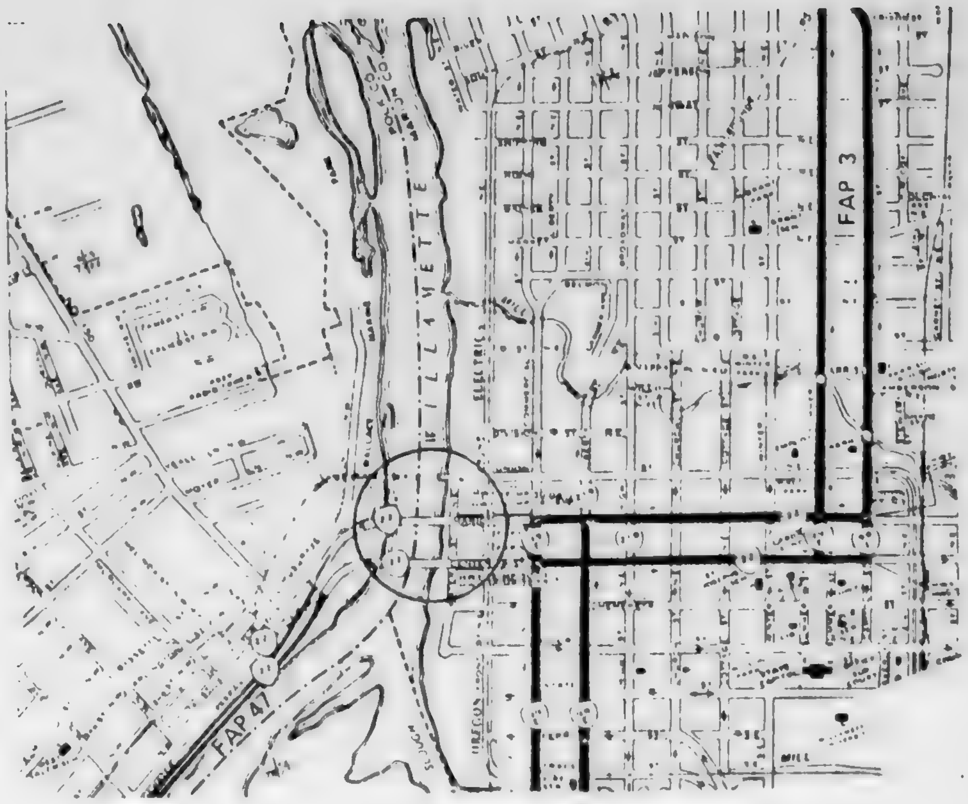
Signature of Applicant or Authorized Agent

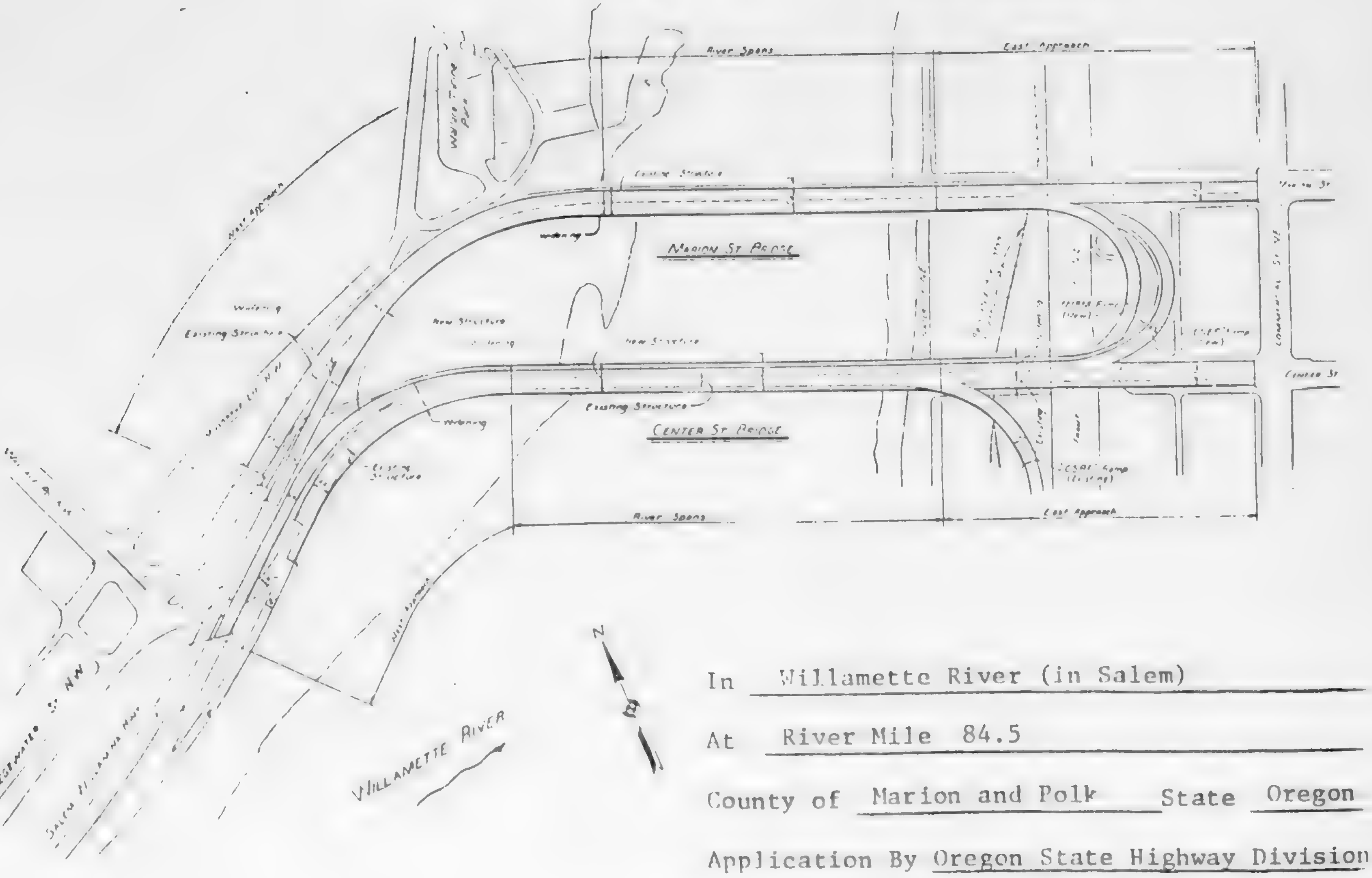
The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.


Willamette River
Wallace Rd N.W.
Hwy 99E
Proposed Structures
I-5
Salem-Willamina Hwy
Marion St.
Center St.
5
Hwy 22
Hwy 99E

VICINITY MAP


WILLAMETTE
FAP 3
FAP 47


River Spans
East Approach
Wallace Turn Park
Center Structure
Marion St Bridge
Widening
Existing Structure
New Structure
New Structure
Existing Structure
Center St Bridge
Widening
River Spans
East Approach
Marion St
Center St
Edgewater St NW
Salem Willamina Hwy
Willamette River
N

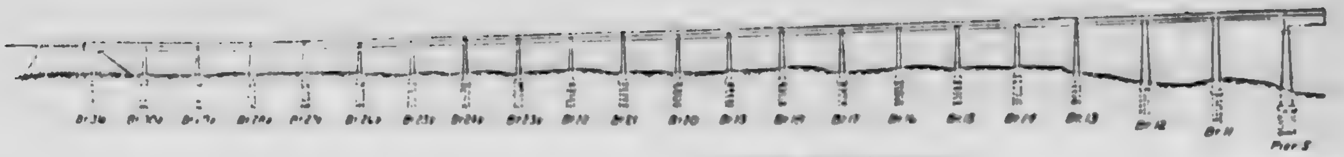
In Willamette River (in Salem)

At River Mile 84.5

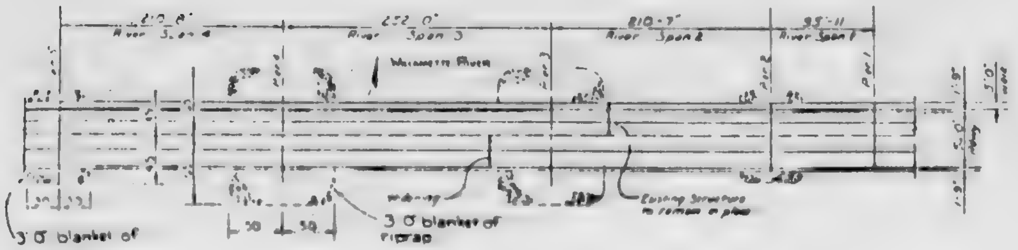
County of Marion and Polk State Oregon

Application By Oregon State Highway Division

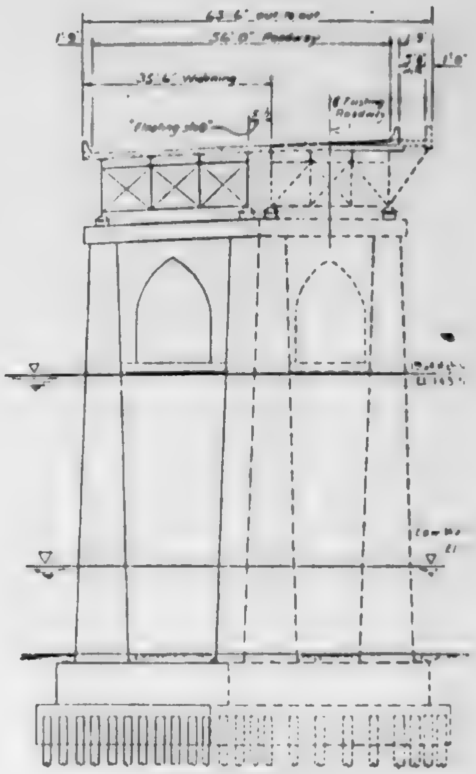
Date May 16, 1980 Sheet 1 of 3



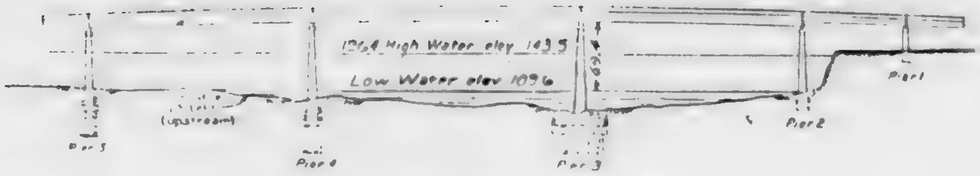
ELEVATION WEST APPROACH


210'-8"
River Span 4
252'-0"
River Span 3
210'-7"
River Span 2
95'-11
River Span 1
Willamette River
Widening
Existing Structure to remain in place
3' Ø blanket of riprap.
3' Ø blanket of riprap
50
50

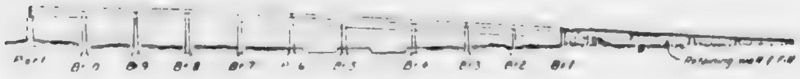
PLAN · RIVER SPANS


63'-6" out to out
56'-0" Roadway
35'-6" Widening
"Floating slab"
Existing Roadway
1'-9"
1'-0"
Low Wa El

SECTION AT PIER 3
(Typical for River Spans)


1964 High Water elev 143.5
Low Water elev 109.6
(upstream)
Pier 5
Pier 4
Pier 3
Pier 2
Pier 1

ELEVATION · RIVER SPANS


Pier 1
Retaining wall & Fill

ELEVATION · EAST APPROACH

WILLAMETTE RIVER BRIDGE
(MARION ST. - SALEM)

Datum: USC&GS 1947 Adj.

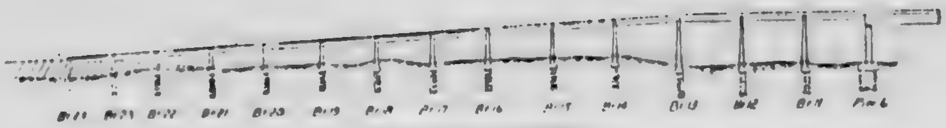
In Willamette River (in Salem)

At River Mile 84.5

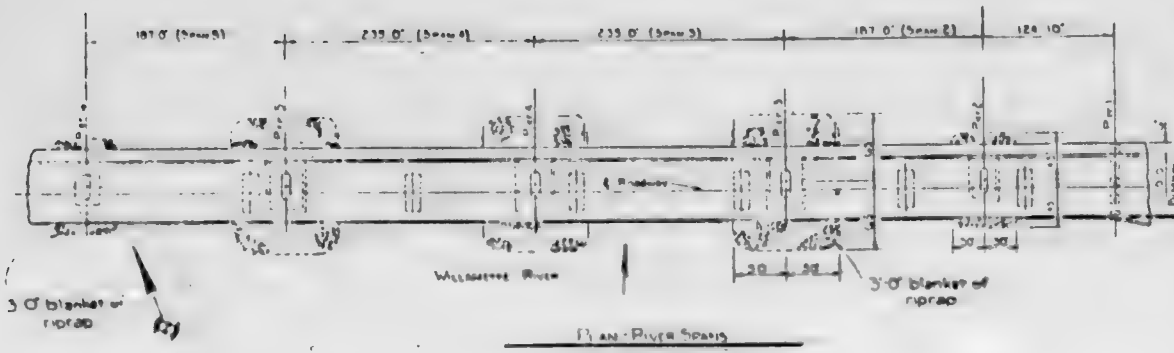
County of Marion and Polk State Oregon

Application By Oregon State Highway Division

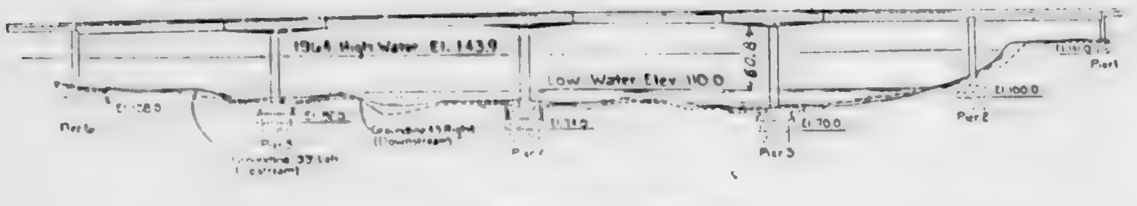
Date May 16, 1980 Sheet 2 of 3


Pier 6
Pier 11

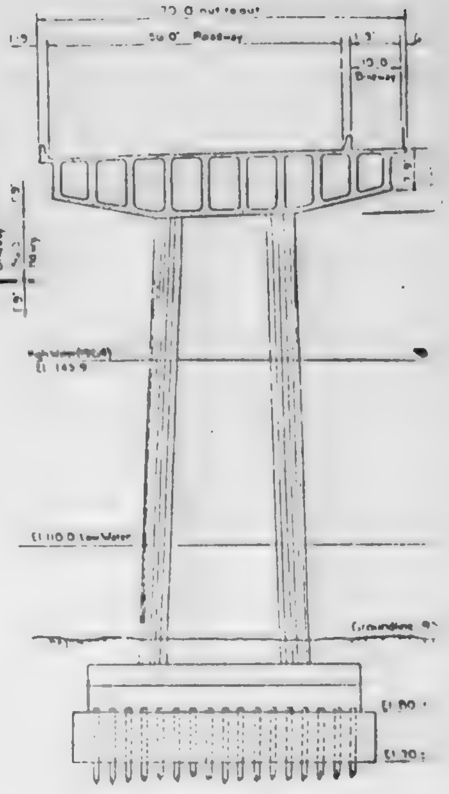
ELEVATION - WEST APPROACH


187.0' (Span 5)
235.0' (Span 4)
235.0' (Span 3)
187.0' (Span 2)
124.10'
Pier 5
Pier 3
Pier 2
Pier 1
Willamette River
3.0' blanket of riprap
3'-0' blanket of riprap
30
30

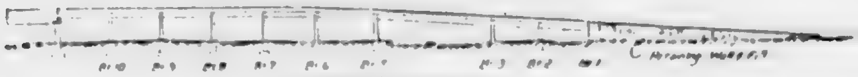
PLAN - RIVER SPANS


1964 High Water El. 143.9
Low Water Elev 110.0
60.8
Pier 6
Pier 5
Pier 4
Pier 3
Pier 2
Pier 1
El. 100.0
El. 70.0
(Downstream)

ELEVATION - RIVER SPANS


70.0' out to out
56.0' Roadway
1.9
10.0 Bikeway
High Water (1964) El. 143.9
El. 110.0 Low Water
Groundline

SECTION AT PIER 3


Pier 2
Pier 3

ELEVATION - EAST APPROACH

WILLAMETTE RIVER BRIDGE
(CENTER ST. - SALEM)

Datum: USC&GS 1947 Adj.

In Willamette River (in Salem)

At River Mile 84.5

County of Marion and Polk State Oregon

Application By Oregon State Highway Division

Date May 16, 1980 Sheet 3 of 3

DES 23
Br. 123K
Br. 7253B

May 6, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Willamette River (Center St.) Bridge Replacement
Bridge 123K, River Mile 84.5
and
Willamette River (Marion St.) Bridge Widening
Bridge 7253B, River Mile 84.4

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace the existing river spans and widen the approaches to the Center Street Bridge over the Willamette River. A permit is also applied for to widen the existing Marion Street river spans and approaches, also over the Willamette River. Both structures are located in Salem, Oregon.

We are applying for a permit to widen the existing Marion Street Bridge based on an interpretation by your office. We question this determination since the proposed revisions to this structure will not affect navigation, as the existing river clearances will not be changed, and since the environmental effects of the project will be reviewed by the lead agency (FHWA) and must receive its approval.

Legal authority for the structures is found in the General Bridge Act of 1964, Amended.

Both bridges will be high-rise, fixed-span structures. Marion Street will be constructed of concrete and the widening of the Marion Street spans will be done with steel girders. Clearances of Marion Street will not change. Vertical clearance at the navigation span of Center Street will decrease by 8.4 feet. Horizontal clearance will increase by 77.5 feet. Both horizontal and vertical clearances will increase on adjacent spans.

It is estimated that construction costs will be $18,000,000 for the Center Street structure and $11,000,000 for the Marion Street structure. Since grade lines for both structures are dependent upon existing deck elevations, there will be no increase in construction cost due to navigation requirements.

Federal Highway Administration funds will be used in construction of these structures. Application for the funding has been made.

The impact of the project on the human environment, fish and wildlife, and 4f lands are discussed in the draft environmental impact statement. We do not believe they are significantly adverse.

There will be 25,000 cubic yards of excavation, 18,000 cubic yards of riprap pier protection, and 8,200 cubic yards of concrete involved in work in the streambed. There will be 13,000 cubic yards of earth embankment in the flood plain.

One set of reproducible drawings, three sets of prints, two copies of the Federal Highway Administration's recommendation that the project be classified as Category 2, Major-Significant, and two copies of the draft environmental impact statement are enclosed. Copies of the final environmental impact statement will be sent as soon as they are available.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg (enc.)
Frank Terpin "
Walt Hart
C. O. Fredrickson "

PAA:dh ja

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ENV 3

INTER-OFFICE CORRESPONDENCE

May 2, 1980

Salem, OR 97310

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Willamette River (Salem) Bridges
Marion and Polk Counties

TO: E.S. Hunter
R.E. Royer
C.O. Fredrickson

Attached is the draft of the introduction of the subject FEIS. Since the language and the conclusion is quite critical, I would appreciate your comments on the document. Please review and return to me.

GAP:ct

cc: Bill Cranford w/attach

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 2 '80
REFER TO
[illegible]

5-5-80

Maybe [illegible] should discuss this material with the City & C.C.S. to avoid future conflict. ES.

WILLAMETTE RIVER BRIDGES FEIS
NOTE TO REVIEWERS

Reviewers of the DEIS were informed that traffic estimates used in that document might require upward revisions and appropriate updates in the FEIS. These changes were anticipated because of changes in the Salem Urban Growth Management Plan that led to revisions in the population and employment levels used in the original traffic study. It was assumed that traffic volumes in the project study area would increase because the revised Urban Area population level was slightly higher than originally used, (212,000 versus 207,000).

Since the draft EIS was released, the revised population and employment assignments have been given traffic data equivalents and a new computer test model has been developed. Initial runs of data provided unusually high traffic volume predictions. Some of these volumes greatly exceed what can be reasonably expected to occur given existing and planned land use in the affected traffic zones. While the specific source of the problems has not been determined, it is expected to be a combination of technical problems with the model and overassignments of population and employment in certain traffic zones. It has now been decided that attempting to resolve these problems prior to release of the FEIS is not prudent because there is good reason to believe that the original analysis provided a reasonable (statistically) estimate of future traffic conditions. At this time it is not certain that a revised analysis would provide more accurate data. This conclusion is based on the following facts:

1. In accordance with Oregon land use planning laws, the comprehensive plan for the Salem Urban Area was submitted to the State Department of Land Conservation and Development for acknowledgement at the end of September, 1979. In March, 1980, the plan was found not to be in conformance with several of the statewide land use goals, and was returned to the local jurisdictions for revisions. It is expected to be resubmitted in August of 1980. This means that further revisions in population and employment may be forthcoming, but not for 6 to 8 months. The original traffic estimates were based on the land use plan then in effect--which is a reasonable approximation of that now being proposed. That is, the data in the draft was developed for a Year 2000 urban area population of 207,000, while the new forecast data would use a population estimate of about 212,000. There is no reason to believe now that significant differences will exist.

2. Since circulating the draft EIS and holding the public hearing, Alternative 3, which calls for two 4-lane bridges, has been selected for advancement. Alternative 3 is the only alternative which satisfies project goals. Traffic predictions favor the selected alternative, or even greater traffic capacity than is possible with the proposed two 4-lane bridges. No predictions point to reduced capacity needs.

3. In the long-term, growth in Salem will be self-regulating. By the Year 2000 Salem will need:

*

a. Less growth than is now predicted, or
b. A third bridge linking West Salem with Salem proper, or
c. More attractors (employment, shopping, entertainment, schools) west of the river, or
d. A substantial change in lifestyles and travel modes (walking, biking, busing, pooling), or
e. Some combination of several of these factors.

For these reasons it is concluded that delaying the Final Environmental Impact Statement to obtain new traffic estimates is not warranted.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 9 #30

TO: MEMO TO FILE

DATE April 22, 1980

FROM Frank E. Terpin F.E.T.
Location Engineer

SUBJECT Study Report
Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties

An error exists in the cost estimates given in the project summation of the subject report.

The total project cost for Alternative 2 of $26.4 million is correct and includes $1.3 million for right-of-way acquisition.

The $31.2 million for Alternative 3, stage constructing Center Street Bridge, is correct for the bridge construction but it does not include the $1.3 million for right-of-way; therefore, the total project cost should be $32.5 million.

For the option using the Marion Street Bridge as a detour, the construction cost for the bridges should be $28.9 million plus $1.3 million for a total project cost of $30.2 million for right-of-way.

FET:DB:ge

cc: General Files
Region 2
Program Management
Marion County
Polk County
City of Salem
Willamette Area Council of Goverments
Gary Potter
J. H. Versteeg
Donald Keyes

Contains Recycled

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:ENV 3

TER-OFFICE CORRESPONDENCE
April 11, 1980
Salem, OR 97310

FROM: Anthony J. George, Coordinator (Tony)
Environmental Sect

SUBJECT: FEIS Noise Study Report
Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Highways
Marion and Polk Counties

TO: E.S. Hunter
J.H. Versteeg
Gary A. Potter

NOTED
E. S. HUNTER

The attached noise report is both for your approval and for your information. I the you might like to see a project noise report which does not propose a tific noise mitigation. We do propose some construction noise mi ion which is more comprehensive than we have proposed in past repo ee Page 12-21 and 22)*. This is in response to EPA comments on th .

In addition to prop the construction noise mitigation specifications for this project, ld like to propose that we use these new specifications on applic future projects and for statewide noise study reports. Therefor request your general approval of the construction noise mitigation sp ications. If approved, I will modify the statewide noise study re , and we will propose them on a case-by-case basis, just as we sently for our construction time constraints.

AJG:ct

Attachment

---

* NOTE: The new c tion specifications were modified for ODOT use from sting City of Portland construction noise ordinanc

4-15-80

Gary Potter
Looks ok to me.
ESH

RECEIVED
TECHNICAL SERVICES
APR 11 '80
REFER TO
FOR
Info | Inves | R/D | | | Act |

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: Env-3

April 11, 1980

NOTED
E. S. HUNTER

Mr. Russ Abolt
City of Salem
555 Liberty St. S.E.
City Hall
Salem, OR 97301

RE: Willamette River (Center and Marion St.)
Bridges
Polk and Marion County

Dear Mr. Abolt:

I appreciate your letter of April 9, 1980, transmitting the staff report and the notification of the action of the City Council concerning Wallace Marine Park.

I am transmitting for review by you, Mr. McNicoll, and Mr. Maxey, a draft copy of the 4(f) Determination that was prepared as a result of our March 26 meeting and the Council action of April 7th. I would appreciate any comments that City Public Works and Parks might have on the draft. When I have your comments and the tentative schedule you mentioned in your letter, we will finalize the documents and submit to FHWA for approval.

I am also enclosing, for your information a copy of a April 3, 1980, letter from the Department of Interior that indicates their preliminary concurrence with our agreements.

I want to thank you, Mr. McNicoll, and Mr. Maxey for your efforts and cooperation in this matter. Please call me (378-8486) if you have any questions.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
APR 11 '80
REFER TO
FOR
Info R/D Act File

GAP:lb

Form 734-3122

NOTED
E. S. HUNTER

April 9, 1980

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Gary:

The following pertains to the Wallace Marine Park Replacement Project and action of the City Council on the 7th of April to accommodate replacement of the .6 acres necessary to be taken from the existing Wallace Marine Park. You should be advised that the attached staff report was adopted unanimously by the City Council, and that administrative staff is following through on the recommendation contained therein.

In addition, staff will be preparing a construction schedule for the Glen Creek improvement that will be forwarded to you by the Public Works Department at a later date. By copy of this I am asking Lou McNicoll, Director of Public Works, to follow up on that aspect.

not received.

After you review the attached, should you have any additional questions, please call.

Sincerely,

Russ Abolt

Russ Abolt
Assistant City Manager

enclosure

cc: Lou McNicoll, Director of Public Works
Bob Maxey, Parks Director
Ed Hunter, Assistant State Highway Engineer

RA:ee

RECEI[illegible] TECH[illegible]						
[illegible] 21 [illegible]						
REFER TO						
FOR						
Info	Inve.	R/D	D.R	Sign	Act	File

TO: MAYOR AND CITY COUNCIL FOR COUNCIL MEETING OF: 4/7/80

THRU: RALPH HANLEY, CITY MANAGER R.W. Hanley AGENDA ITEM NO.: 5i

FROM: ROBERT L. MAXEY, DIRECTOR R Maxey
REGIONAL PARKS AND RECREATION AGENCY

SUBJECT: WALLACE MARINE PARK BRIDGE REPLACEMENT PROPERTY

ISSUE:

The State is preparing the final Environmental Impact Statement for the Center and Marion Street Bridge Project. The proposed improvements will require .6 acres of right-of-way through Wallace Marine Park. Direction needs to be given on how this land can best be replaced.

BACKGROUND:

In the Center and Marion Street Bridge Project, .6 acres will need to be acquired by the State. Since the park was partially developed with Land and Water Conservation Funds, any land taken must be replaced "at least equal fair market value and of reasonably equivalent usefulness and location". In 1978, staff developed a preliminary master plan for Wallace Marine Park, focusing on solving the problem of a new entrance road to the park. A relocated entrance road is recommended by the Parks and Public Works staffs. This preliminary master plan has not yet been reviewed in total with City Council.

Development of a final master plan for Wallace Marine Park is funded for completion prior to June 30, 1980.

FACTS AND FINDINGS:

1. All parties concerned, including the general public, recognize a very difficult traffic congestion problem exists at the existing entrance to Wallace Marine Park. Funds are being requested in 1980-81 fiscal year budget to acquire properties to relocate the entrance road. Source of these funds would be the $3.5 million General Obligation Parks Acquisition Fund.

2. Salem's Public Works Department has determined that the Glen Creek Road access to Wallace Marine Park would best serve the traffic needs.

3. Three basic priorities for land replacement would serve the requirements of the Heritage Conservation and Recreation Service (HCRS) and the City, and are listed in priority order:

   a. acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road
   b. purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park
   c. buying an appropriate parcel adjacent to another city park

4. State Department of Transportation personnel await direction from the City relative to land replacement and would like to determine their specific involvement in completing that transaction. A firm commitment to this end is necessary prior to HCRS writing off on the Environmental Impact Statement.

RECOMMENDATION:

City Council authorize staff to approach the appropriate property owners to bring abr dedication of Glen Creek Road from Wallace Road easterly to the park boundary, and t acquire the necessary property for extension of that road into Wallace Marine Park. Council also authorize staff to open discussions with Southern Pacific Railroad to bring about an improved access through the trestle currently separating the boat basin from the major park property.

RLM:mm
3/27/80
Ward 8
Attachment

30

ROAD DESIGN--Preliminary Design 378-6558

Tony J. George, Eng. Coordinator
Environmental Section

April 7, 1980

AOlson
Adrian Olson
Preliminary Design Engineer

NOTED
E. S. HUNTER

Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

Constructing a noise barrier as proposed would appear to be the most feasible alternative for noise mitigation in this area.

Constructing an eight-foot high shoulder wall located at the normal position for a concrete shoulder barrier between stations "WB" 61+50 and "WB" 74+30 Right would cost approximately $275,000, averaging $215 per lineal foot over the 1280 foot length.

There would be no apparent adverse impact to the road design by construction of this wall; however, the view of the parkway and surrounding area would be eliminated.

Considering the high cost of the shoulder wall, it would appear that removing or relocating the bike trail may be a more practical alternative.

This would be a Type 1-A project.

RM:cj

1 Versteeg ✓
Anderson
2 Christensen JD
Olson
Sullivan
Terpin
4 Trout G
Wakerlig

RECEIVED
APR 8 1980
ROAD DESIGN
SECTION

3 Hunter
Do Not File
Return To
Bring up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 31, 1980
Salem, OR 97310

FROM: Tony
Anthony J. George, Eng. Coordinator
Environmental Section

TO: J.H. Versteeg
Head of Engineering

SUBJECT: Final Environmental Impact Statement
Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties

The Environmental Section is currently preparing the Final Environmental Impact Statement for the subject project. A noise barrier designed to mitigate noise levels in Edgewater Park (a small linear parkway north of and parallel to the Willamina-Salem Highway (ORE 22) on the west side of the Willamette River) was addressed in the Draft Environmental Impact Statement. Additional information is needed in order to make a final mitigation proposal to be included in the Final Environmental Impact Statement.

Please evaluate engineering feasibility and costs for a noise barrier located on the shoulder of ORE 22, extending from Station "WB" 61+50 right to Station "WB" 74+30 right. The barrier would be approximately 1280 feet in length, and 8 ~~to 10 feet~~ in height above pavement. In addition to engineering feasibility and costs, please determine any other benefits or problems attributed to the mitigation measure.

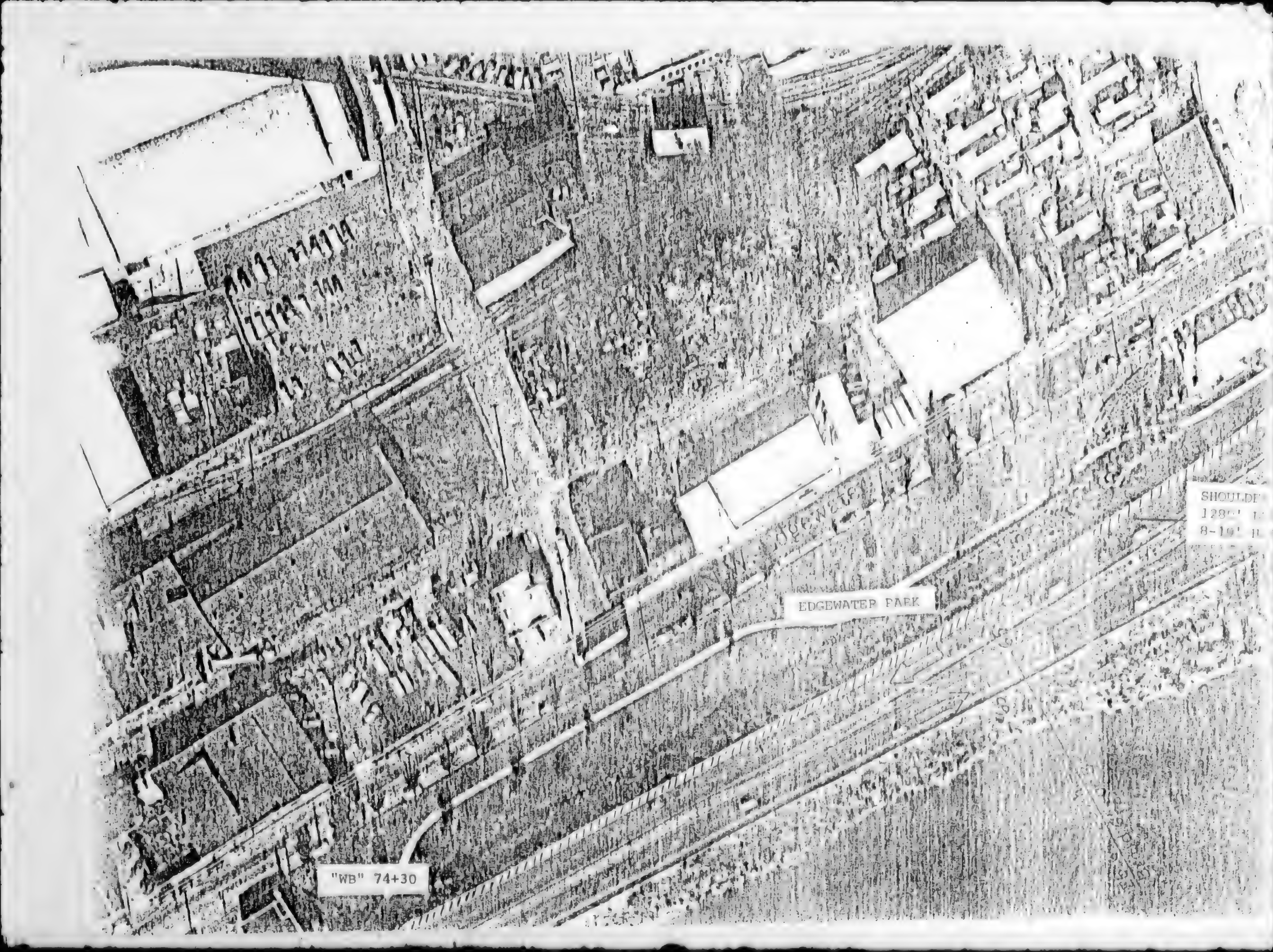
The attached drawing shows the location of the barrier. Supplemental information is available in the Environmental Section. Please contact Tim Thex or myself.

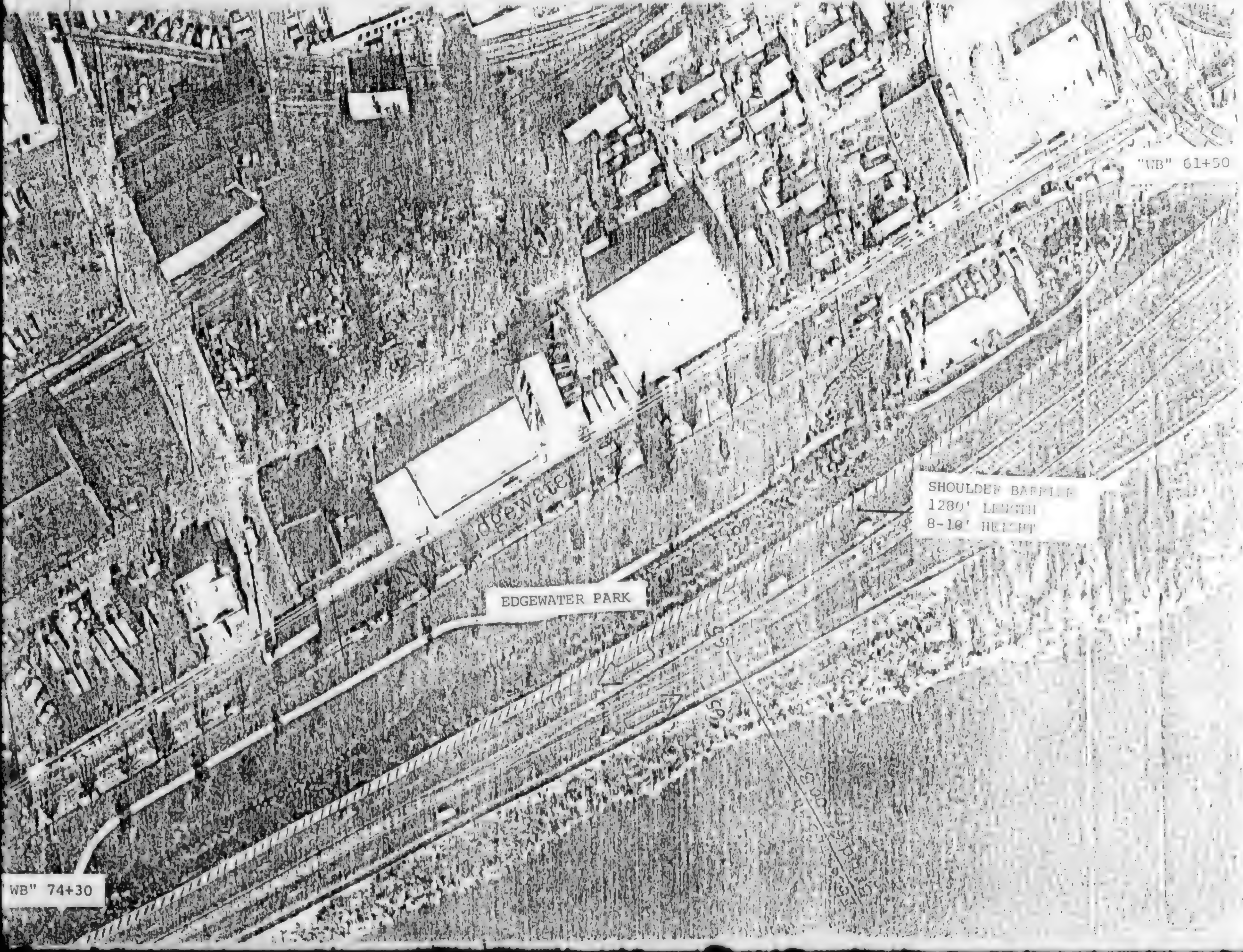
AJG:TT:ct

Attachment

CC: Adrian Olson
Tim Thex

Versteeg
RECEIVED
1980
ROAD DESIGN


SHOULDE
128' 1
8-1 11
EDGEWATER PARK
"WB" 74+30


"WB" 61+50
SHOULDER BARRIER
1280' LENGTH
8-10' HEIGHT
Edgewater
EDGEWATER PARK
"WB" 74+30

24-1945

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

April 7, 1980

RECEIVED
TECHNICAL SERVICES
APR 8'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

Ronald J. Merry
Assistant Director for
Public Works/Engineering
City of Salem
555 Liberty St. SE
Salem, OR 97301

Subj: Center & Marion St. Brs.
Willamina-Salem Hwy

Dear Mr. Merry:

As you know, a corridor-design hearing for the Willamette River (Salem) Bridges was held on December 18, 1979. The comments and questions in your March 21 letter will supplement those we received for inclusion in that hearing transcript which closed 10 days after the hearing.

We are now in the process of finalizing the Environmental Impact Statement and commencing further detailing of the design. I will attempt to answer your questions in order:

1. We definitely plan to provide good, clear, adequate advance signing for traffic from the west on the Willamina-Salem Highway. The city of Salem will have an opportunity to review the signing plans before we proceed with the signing.

2. Our present plans for the westerly end of the Center St. Br. include the lane configuration you suggest. This consists of four lanes entering the structure with two from the Willamina-Salem Highway and the two from Wallace Rd. each continuing on to the four lane structure in its own lane.

3. We presently plan for three lanes from the Marion Street bridge to the Wallace Rd.-Edgewater St. intersection. Two of these lanes will continously flow northbound on Wallace Rd. The other lane enters the signalized intersection. As we further detail our designs, we intend to share and review them with appropriate City personnel.

   We share the City's desire to relocate the Wallace Marine Park access northward to the vicinity of Glen Creek Rd. We will assist in this effort where we can within the constraints of the Federal funding for the basic bridge replacement/bridge widening project.

Continued...

4. We will review the proposed bikeway grades, particularly on the westerly end, and in our more detailed design will seek flatter grades which, as you suggest, are tied directly to the structures at certain points.

5. The bridge plans you have are very preliminary. We intend to provide an economical design compatible with the area. It may not, however, exactly match the design of what will become the old structure on Marion Street.

6. We are aware of the utilities attached to the existing structures and will work with the City to incorporate plans to repair, replace, or expand these facilities.

Please contact me if the above information does not answer your questions or respond to your concerns relative to this project. Be assured that the Highway Division proposes to work with the city of Salem not only on this particular project but all other projects in the city where we share interests.

Sincerely,

C. O. Fredrickson
REGION II ENGINEER

GWW:COF/rgb
cc: E. S. Hunter
Hal Versteeg
Walt Hart

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174
(206) 442-4706

ER-11 79/1091
NW100

APR 3 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.W.
Salem, Oregon 97301

Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff regarding the draft Environmental/ Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina - Salem Highway (SR-22), Marion and Polk Counties, Oregon.

On January 17, 1980 the Department of the Interior sent you a letter detailing a number of concerns involving recreation and cultural resource related matters raised during our review of the draft Environmental/Section 4(f) statement. Since that letter we have had occasion to consult with FHWA staff and have reviewed information that was not available during the drafting of the Departmental letter. We now believe that all recreation and cultural resource points raised in the Department's January 17, 1980 letter have been satisfactorily answered or dealt with.

We have also had occasion to review a preliminary draft of the final Section 4(f) statement for the subject project. We think the preliminary statement (made available to us on April 1, 1980) adequately covers both provisos of Section 4(f). You are reminded however that Section 4(f) concurrance does not complete consultation with this Department on matters pursuant to Section 6(f) of the Land and Water Conservation Fund Act (LWCF) (16, USC 460). We agree with the priorities for dealing with 6(f) lands as contained in the preliminary final Section 4(f) statement and will act quickly upon a request for conversion when specific project replacement lands are offered through the appropriate channels.

RECEIVED
STATE HWY ENGR
APR 8 '80
~~REFER TO~~ Porter
FOR
Info Inves R/D D/R Sign Act File

R

RECEIVED
DOT DIRECTOR
APR 7 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

We appreciate the opportunity to have consulted on these matters in a timely fashion. We suggest this letter be included in the Final Environmental/Section 4(f) statement as evidence of your coordination on these matters.

Sincerely yours,

/s/ FREDERICK J. BENDER
Maurice H. Lundy
Regional Director

cc: Mr. F.B. Klaboe, Director ✓
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

30

STATE OF OREGON
ROAD DESIGN 378-6558

INTEROFFICE MEMO

TO: MEMO to the Files

DATE: April 2, 1980

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Proposed Center Street Bridge Alignment
Willamette River (Salem)
Willamina-Salem Highway

Based on our investigation, we recommend that the tangent center line of the proposed structure be located on the same center line as the existing structure. Also that the roadway width of 56 feet should be maintained on the ramp connection at Commercial Street. Although three lanes appear adequate to handle projected traffic through the intersection, the 56 foot wide roadway would allow flexibility for lane alignment changes if future traffic demands and circulation patterns warrant.

MK:cj

cc: J. H. Versteeg
Bridge Section
Traffic Section
Region II Engineer

✓ Versteeg ✓
Olson
DOC
RECEI[illegible]
ROAD DESIGN SECTION
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

POLK COUNTY BOARD OF COMMISSIONERS

1845

HENRY A. (HANK) DOUGHERTY
COMMISSIONER

LYN HARDY
COMMISSIONER

BENJ. F. MAGILL
COMMISSIONER

TELEPHONE: 623-8171, EXTENSION 221

COUNTY COURTHOUSE
DALLAS, OREGON 97338

RECEIVED
TECHNICAL SERVICES
MAR 2 '80
REFER TO
ACT

March 18, 1980

NOTED
E. S. HUNTER

Department of Transportation
Region II
2960 State St.
Salem, OR 97310

RE: Willamette River Bridges Alternatives

Attention: Phil Stearns

Please be advised that the Polk County Board of Commissioners wish to go on record as favoring Alternative 3. The Board feels that this will not totally alleviate the future need for a third bridge.

We feel this offers the most attractive option to the residents of Polk County.

Very truly yours,

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy
Lyn Hardy, Chairman

Benj. F. Magill
Benj. F. Magill, Commissioner

Henry A. (Hank) Dougherty
Henry A. (Hank) Dougherty, Commissioner

ENVIRONMENTAL SECTION
March 27, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Oregon Department of Transportation
Study Report
WILLAMETTE RIVER (SALEM) BRIDGES
Willamina-Salem Highway
Marion and Polk Counties

[illegible] 2291

APPROVED
F. S. Hunter
Date 3-14-80

ENV 2-1

March 13, 1980

Mr. Russ Abolt
Assistant City Manager
City of Salem
City Hall
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Abolt:

Wallace Marine Park
Replacement Property

We are now preparing the final environmental impact statement (FEIS) for the Center and Marion Street Bridges project. The proposed improvements will require an additional 0.6 acre of right-of-way under the bridge through Wallace Marine Park.

Since the park was partially developed with funds received under the Land and Water Conservation Fund Act of 1972, the law requires us to replace any land taken from the park with land of "at least equal fair market value and of reasonably equivalent usefulness and location". We must also comply with park impact mitigation requirements called for under Section 4(f) of the 1966 U.S. Department of Transportation Act. Decisions on these matters must be made before the FEIS can be approved.

Previous meetings with the Heritage Conservation and Recreation Service (administrators for the 1972 Act) and with Regional Parks and Recreation Staff have given us three priorities for a land replacement scheme:

1. Acquiring the land necessary for a new access to Wallace Marine Park opposite Glen Creek Road;

2. Purchasing a suitable parcel somewhere else on the perimeter of Wallace Marine Park;

3. Buying an appropriate parcel on the margins of another RPRA park in the Salem area.

We have done preliminary research on property values and holdings around Wallace Marine Park. Our research shows that property is available, both in the vicinity of the proposed new access and elsewhere (see attachments). While the cost of acquiring land for a new access road is far greater than that of replacement land only, such an action may be warranted to satisfy impact mitigation requirements under Section 4(f).

It seems to us that Alternative No. 1 is preferable in that it would provide for future relief of the existing access problem on Wallace Road.

Since the City's input on this matter is essential, I would like to schedule a meeting at your earliest convenience. Please contact Gary Potter, Manager of the Environmental Section (378-8486) for arrangements.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Engineer

Attachments

bc H. S. Coulter
J. B. Boyd
J. H. Versteeg (enc.)
Gary Potter
C. O. Fredrickson "

EE:lb/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1980

Lou Schwab

FROM: Lou Schwab
Regional Appraiser

TO: Gary Potter
Manager, Environmental Section
Attn: Eb Englemann

SUBJECT: Wallace Marine Park Replacement
Property
Willamette River Bridges Section
Willamina-Salem Highway
Marion County

Pursuant to your memo dated February 15, 1980, I investigated the real estate values and availability in the area of Wallace Marine Park. In general, I found that the prospects for obtaining replacement property are very good. The 0.6 acre taking is essentially river bank land and designated as being in the flood plain. It is zoned PP (Public Park) and uses are limited because of its flood hazard and because it is in the Willamette Greenway Corridor. I also found that there is a substantial amount of undeveloped land adjacent to Wallace Marine Park comparable in use and condition to the taking. These properties are in the flood plain and have limited use. Most of the owners complain that zoning will not allow any feasible development. They would be happy to get rid of the property for a reasonable price. The following is a more detailed analysis of the questions presented in your memo:

THE TAKING: The 0.6 acre taking from the Park, as mentioned above, is identified as being in the Willamette River flood plain. It is also in the Willamette River Greenway Corridor. About the only uses permitted outright in this zone are recreational facilities, such as parks, use and maintenance of existing structures, agriculture and forestry. All other uses are severely limited. My contact with owners to the north, Walling Sand and Gravel Company, and Carl Staats, indicates that these operators have not been allowed to initiate or expand gravel extraction operations in the area. This is due to the proximity to residential developments and the Willamette River Greenway Corridor. Therefore, the land has value comparable to agriculture land. My investigation of sales of EFU property indicates that subject is worth approximately $4,000 per acre, which is $2,400 for the 0.6 acre.

[illegible]: The first priority proposed for replacement of the 0.6 acre of [illegible] would be to purchase land for a new park access road opposite [illegible] Road, extending approximately 1,400 feet east from Wallace Road. My investigation indicates that possibly the best way to approach this would be to purchase land from Carl Staats, Tax Lot 200 of Map # [illegible]. This property adjoins the park on two sides. It is comparable in quality and value to subject's land and a "park use only" stipulation would have the least effect. Mr. Staats was contacted and is willing to entertain an offer for [illegible]. However, an agreement will depend on the price, and Mr. Staats [illegible] what his asking price would be. The purchase of any additional land on this proposed road corridor further west from the [illegible] would be much more difficult. This land is zoned industrial. It is out of the flood plain and has a value of at least $1.00 per square foot, rather than the $4,000 per acre for land in the flood plain. Additionally, anyone selling land for a road will expect to be able to use it for access. A "park use only" stipulation would be a very difficult obstacle to overcome. It would be better if the City would undertake acquisition as a City street. It is very likely that because of the special benefits created by increased accessibility, most of the owners would be willing to donate the right of way in return for access to their own property. All these properties are industrial and there would not be any conflicts with residential uses.

LAND REPLACEMENT ALTERNATE: The second priority alternate is to obtain a suitable parcel on the perimeter of Wallace Marine Park for future park expansion. Such a purchase should be relatively easy to accomplish. Virtually, all the parties contacted are quite willing to sell the property they own in the flood plain. It is virtually undevelopable under the present zoning. The only question would be a fair market price. I estimate that value to be approximately $4,000 per acre, the same as subject's 0.6 acre. Attached are maps and a list of the adjoining property owners. Virtually, all of the people contacted have voiced an interest in selling all or part of their land in the flood plain. Mr. Cooper, owner of Tax Lot 100 7 3 22CB said that his property is tied up in an estate with a number of heirs. It would be difficult to complete a transaction for his property. However, virtually all of the others are good prospects. The question would have to be left up to the City as to which areas are most desirable.

LS:lj

Attachments

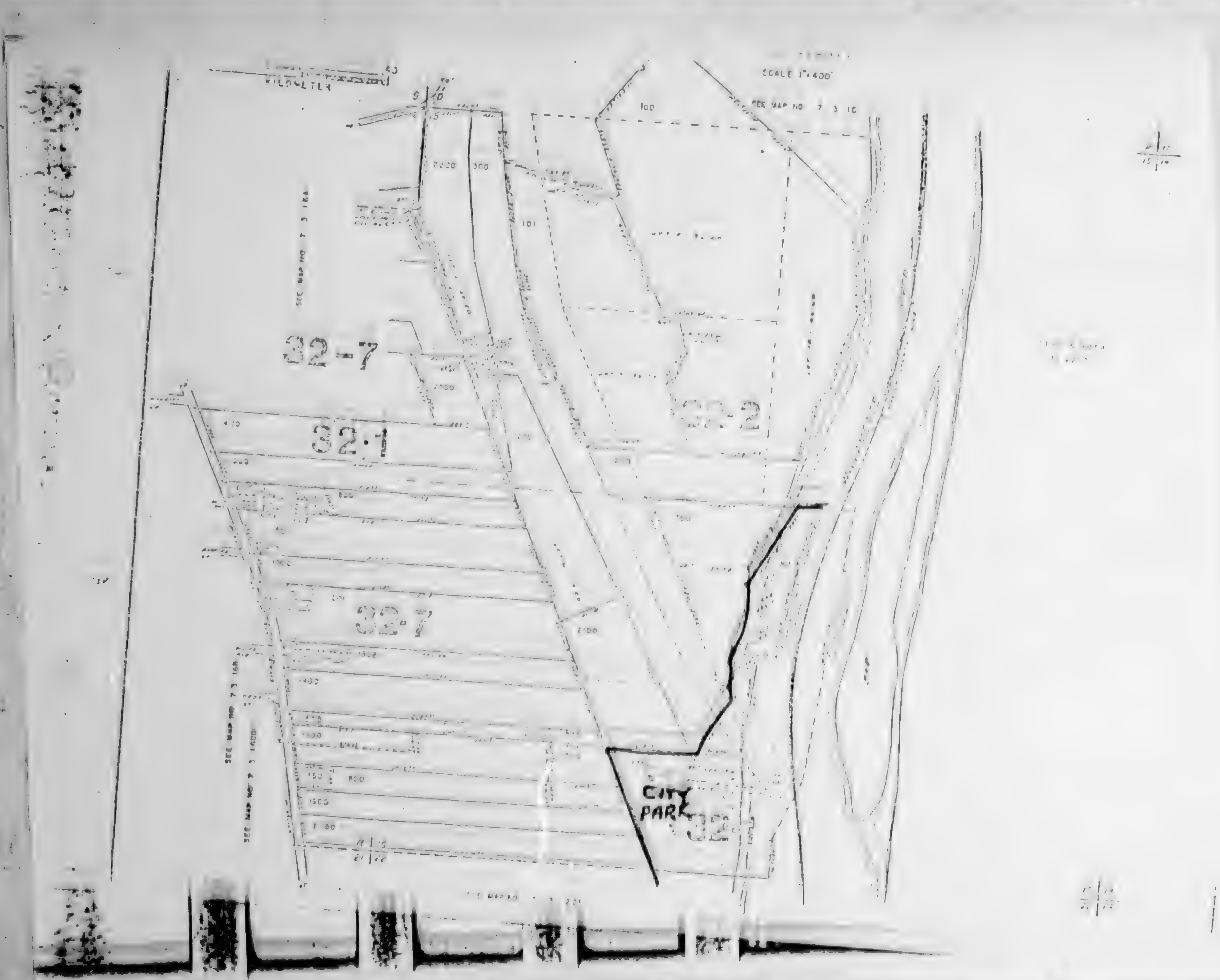
PROPERTY OWNERS

Tax Lot	Map Number	Owner	Address	Owner's Response
300, 2100 2200	7 3 15	Walling Sand and Gravel	PO Box 12009 Salem, OR 97309	Will entertain an offer, no indication of price.
1302	7 3 15	E.S. Ritter	1740 Wallace RD NW, Salem, OR 97304	Not contacted.
1400	7 3 15	Richard A. & Joyce Person	[illegible]30 Wallace RD NW, Salem, OR 97304	Not contacted.
1500	7 3 15	Lawrence & Linda Sullivan	1610 Wallace RD NW, Salem, OR 97304	Not contacted.
1600	7 3 15	Frank & Crawford Crawford	1550 Wallace RD NW, Salem, OR 97304	Not contacted.
1700	7 3 15	Carl & Mary Staats	3987 Orchard Hts. RD NW, Salem, OR 97304	Would entertain an offer - depends on price.
1800	7 3 15	Dan & Anne Yoder	1508 Wallace RD NW, Salem, OR 97304	Not contacted.
1900	7 3 15	Agnes E. Grimm	1460 Wallace RD NW, Salem, OR 97304	Very interested in selling back portion.
2000	7 3 15	Marjorie K. Huntington	1440 Wallace RD NW, Salem, OR 97304	Coult not contact.
200	7 3 22B	Robert R. & Joyce Hughes	1370 Wallace RD NW, Salem, OR 97304	Could not contact.
300 & 500	7 3 22B	Elmer E. & Norma Smith	1330 Wallace RD NW, Salem, OR 97304	Would like to sell all [illegible] east of slough.
601, 701 1000	7 3 22B	Marion-Polk Materials, Carl Staats, [illegible]	PO Box 2245 Salem, OR 97308	Would entertain an offer - depends on price.
200	7 3 22C	Carl & Mary Staats	3987 Orchard Hts. RD NW, Salem, OR 97304	Would entertain an offer - depends on price.

(Continued)

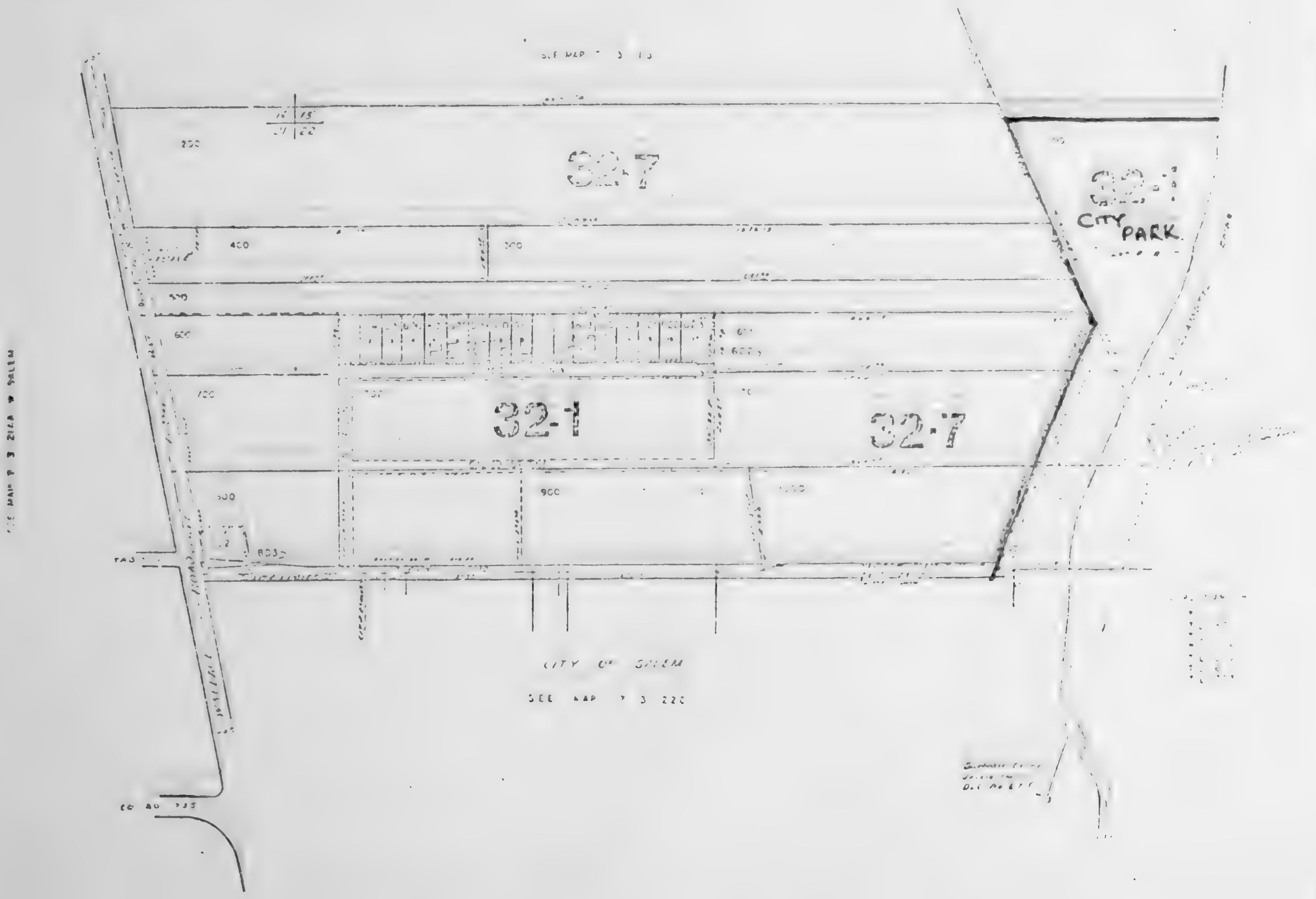
Property Owners
Page 2
Wallace Marine Park
  Replacement Property

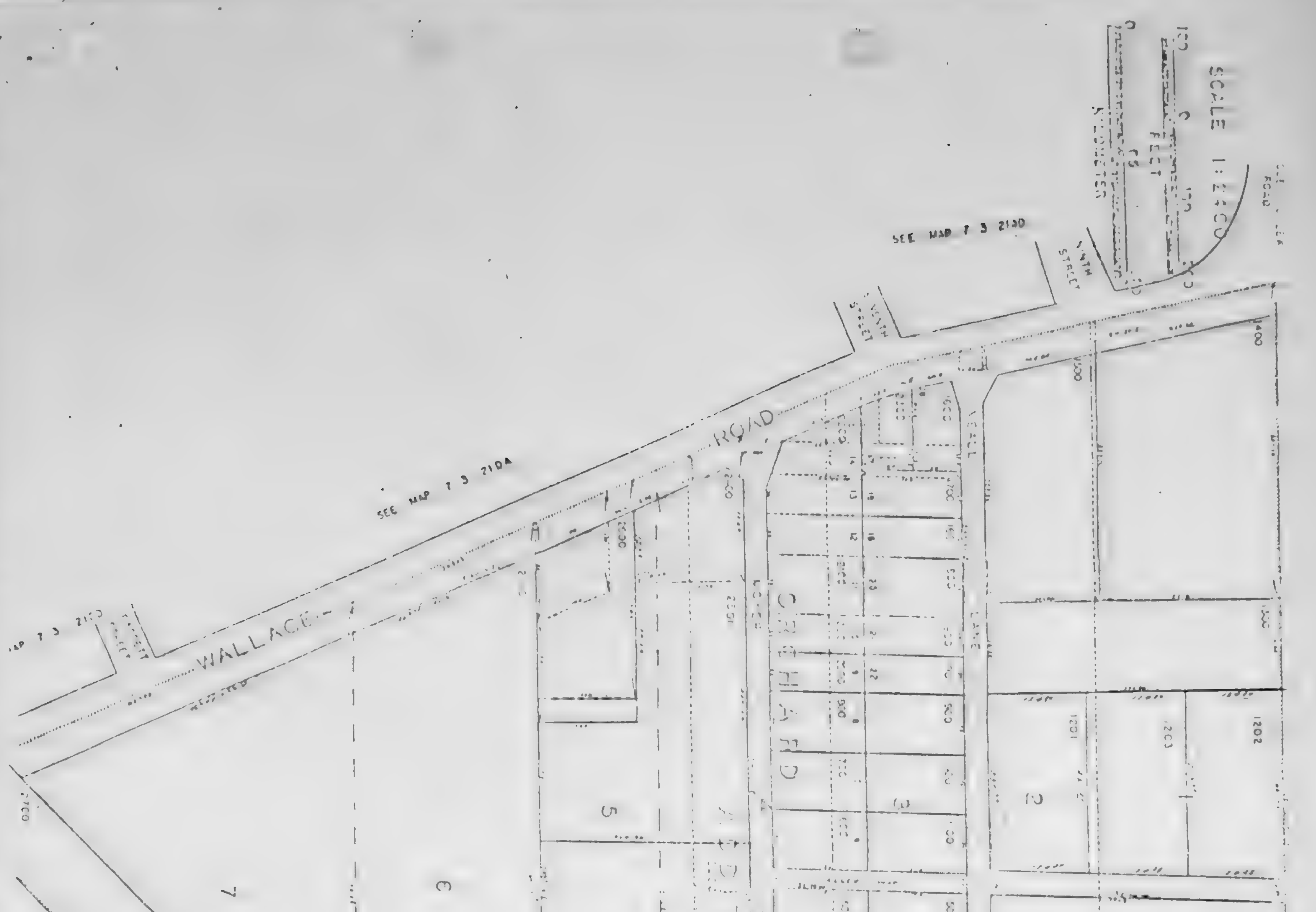
Tax Lot	Map Number	Owner	Address	Owner's Response
[illegible]	7 3 22C	[illegible] Broad-casting Co. Inc.	PO Box [illegible] Salem, OR	Not contacted.
403	7 3 22C	Ted R. & Louise Pyle	830 Ventura ST N Salem, OR	Not contacted.
600	7 3 22C	Alden H. Cooper	1482 Brush College RD NW, Salem, OR 97304	See T.L. 100 7 3 22CB.
701	7 3 22C	Corvallis-Salem Bldg., Inc.	3393 Country Club DR, Salem, OR	Not contacted.
900 & 1000	7 3 22C	Arthur & Esther Erickson	PO Box 3257 Salem, OR	Not contacted.
1400	7 3 22CB	Arthur & Esther Erickson	PO Box 3257 Salem, OR	Not contacted.
100	7 3 22CB	Alden & Frances Cooper	1482 Brush College RD NW, Salem, OR	Six joint owners - difficult to sell at this time but still interested.
1202	7 3 22CB	Martin E. Meyer	759 Mill ST Springfield, OR	Not contacted.
1300	7 3 22CB	Ingvard M. & Opal M. Hansen	918 River Bend RD NW, Salem, OR 97304	Not contacted.
[illegible]	7 3 22CB	L. & M. Company	[illegible] Wallace RD NW, Salem, OR 97304	Not contacted.

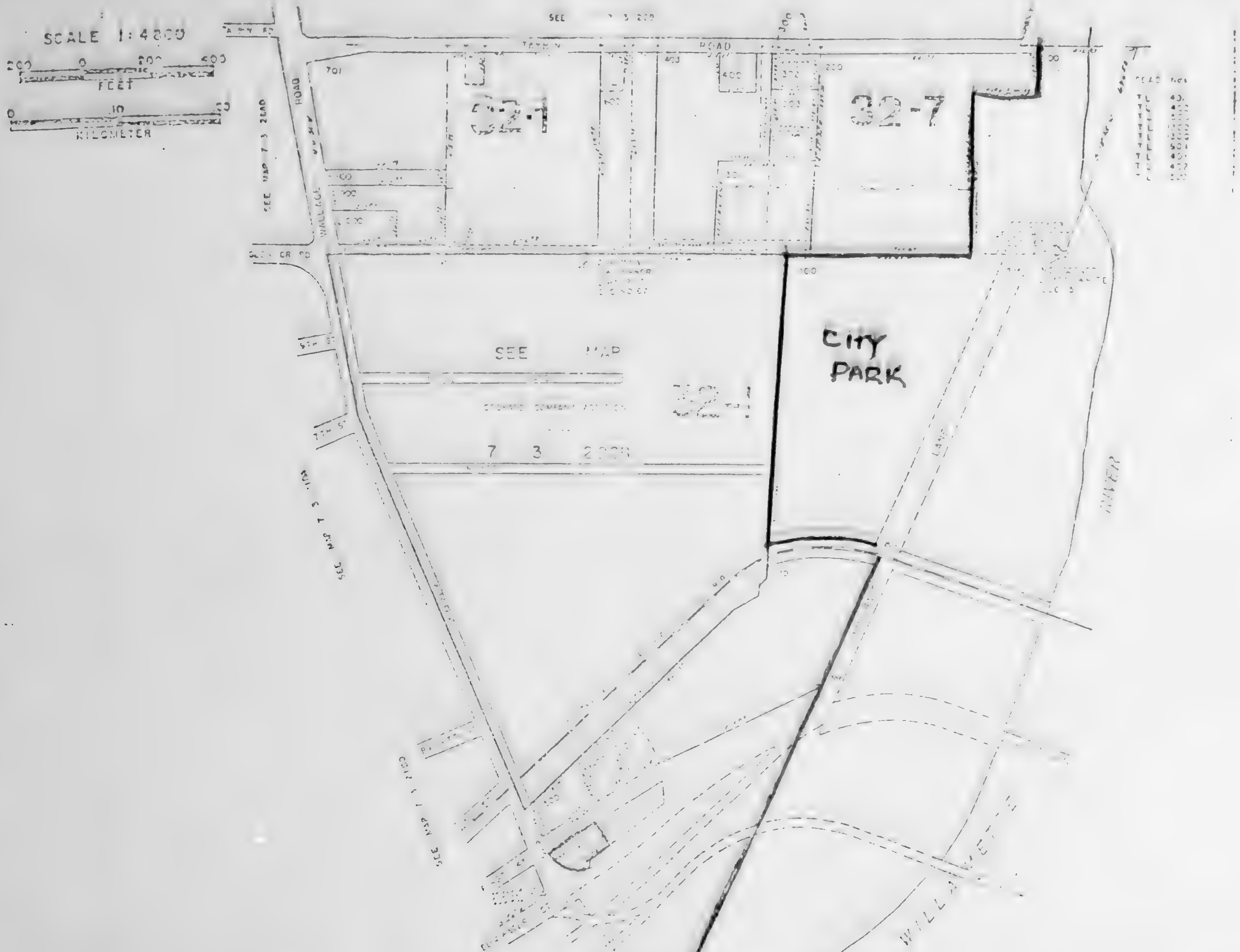

KILOMETER
SCALE 1"=400'
SEE MAP NO. 7 3 1C
SEE MAP NO. 7 3 16A
32-7
32-1
32-2
32-7
CITY PARK
32
SEE MAP NO. 7 3 16D
SEE MAP NO. 7 3 16D0
SEE MAP NO. 7 3 22

NW 1/4 SEC 22 T7S R3W W.M.
POLK COUNTY
SCALE 1" = 200'

SCALE 1:4800
200 0 200 400
FEET
0 .10 .20
KILOMETER


SEE MAP 7 3 15
SEE MAP 7 3 21AA W SALEM
15 | 15
21 | 22
200
32-7
400
300
500
600
700
32-1
32-7
800
900
1000
32-1
CITY PARK
WALLACE ROAD
CITY OF SALEM
SEE MAP 7 3 22C


SCALE 1:2400
FEET
WALLACE ROAD
SEE MAP 7 3 21DA
SEE MAP 7 3 21DD
SEE MAP 7 3 21CD
SEE MAP 7 3 28C
SEE MAP 7 3
ORCHARD ADDITION COMPANY
STREET
LANE
2
3
5
6
7
1201
1203
1202
1400
1500
CITY PARK


SCALE 1:4800
200 0 200 400
FEET
0 10 20
KILOMETER
SEE MAP 7 3 2CAD
WALLACE ROAD
TAYBIN ROAD
SEE 7 3 200
701
32-1
32-7
400
300
200
100
SEE MAP
7 3 2CCB
CITY PARK
LANE
WILLAMETTE RIVER
7TH ST
SEE MAP 7 3 2CDD
TAX LOT NOS
7 3 200

NOTED
H. S. COULTER

[illegible]

PRO 6-3

February 28, 1980

Mr. Alan Hershey, Director
Mid Willamette Valley Council
of Governments
400 Senator Building
220 High Street, N.E.
Salem, OR 97301

Dear Alan,

Enclosed is a report covering the alternate proposals for construction of the Marion Street and Center Street bridges.

As we discussed on the telephone the other day, the heavy inflation rate experienced in 1979 has materially raised the cost of the project. The selected Alternative No. 3, which provides four lanes on both bridges, has a shortfall of $3.5 million.

A reprioritization of the transfer program will be necessary in that I expect the other projects will have experienced a similar increase due to inflation. If you should need any additional information, or wish to discuss this report, I would be happy to meet with you at any time.

Sincerely,

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

Enc.

cc/enc. Russ Abolt
Asst. City Manager
City of Salem

bc/enc. H. S. Coulter
D. H. Moehring
Gary Potter
J. H. Versteeg
Walt Hart
Frank Terpin
C. O. Fredrickson

[illegible]

REPORT
ON
ALTERNATE PROPOSALS FOR CONSTRUCTING MARION STREET AND CENTER STREET BRIDGES

As discussed in the EIS and supported by testimony at the public hearing, it is necessary to construct an additional two lanes on the Marion Street Bridge to provide an adequate level of service in the year 2000.

The final EIS is expected to be completed and submitted to the FHWA about April 1, 1980. Design approval is anticipated about six weeks later, or mid-May.

Use of the I-305 Transfer Funds for construction of the Marion Street Bridge has been approved. However, it was intended to construct the bridge 38 feet wide (three-lane) and therefore not enough money has been approved to construct the bridge to 56 feet wide (four-lane).

If the Marion Street Bridge is constructed to four lanes before the Center Street Bridge is replaced, some savings may be realized in the cost of constructing the Center Street Bridge. The Federal Highway Administration has been approached with this in mind and have indicated approval of the concept. However, no formal approval has been received. This savings is estimated to be $2.3 million.

In the event the transfer of funds is permitted, the four-lane Marion Street Bridge project would be short about $3.5 million. (See attached Table No. 1.) Since this project has a high priority with the City of Salem and the Mid-Willamette Valley Council of Governments, they perhaps could find some means of securing the additional funds for the project.

It has been proposed that the Marion Street Bridge off-ramp be constructed using I-305 Transfer Funds. Construction of a temporary ramp to use as part of detouring traffic on the Marion Street Bridge can be justified and the cost of the temporary ramp ($0.2 million) has been included in the $2.3 million savings resulting from not stage-constructing the Center Street Bridge.

This would effect a reduction of cost to construct the "FNBM" ramp. The cost of the ramp is currently estimated at $750,000. The funding of the Center Street Bridge off-ramp would be from the HBR grant, which is estimated to be $820,000. It was originally proposed to construct the pedestrian/bikeway facility on the Marion Street Bridge. The pedestrian/bikeway has now been shifted to the Center Street Bridge, causing a further undetermined reduction in the cost of the Marion Street Bridge.

The anticipated cost of the entire project including right-of-way is $30.2 million (December 1979 dollars). The percentage of match money is 80% FHWA, 20% State for the HBR funds, and 85% FHWA, 15% City for the Transfer Funds. Given these match ratios, the project cost is split $21.63 million FHWA, $4.26 million State and $4.31 million City. The amount shown to be the City's share includes the $3.5 million previously described as the shortfall for funding the four-lane Marion Street Bridge. (See attached Table No. 1 for a breakdown of project cost estimates and funding sources.)

Using the 8 1/2% inflation factor currently used by the Transportation Commission in preparing the Six-Year Highway Improvement Program, the project cost for the Marion Street Bridge in 1981 would be $12.152 million, and the project cost for the Center Street Bridge in 1982 would be $20.84 million. Our construction cost index indicated a 55% increase in the cost of bridge construction in 1979 over 1978.

The Marion Street Bridge design will be completed in March 1981; however, right-of-way will not be clear until August 1981.

Therefore, we propose to stage-construct the Marion Street Bridge by performing the pier work and the steel spans over the river first and following with a contract for the rest of the work and the Center Street Bridge as soon as the right-of-way is clear.

At the present time, the Highway Division does not have the funding capability to supply the necessary $3.5 million.

February 28, 1980

TABLE #1

PROJECT ESTIMATE

	Alternate #2	Alternate #3
	Four-Lane Center St. Br. Three-Lane Marion St. Br.	Four-Lane Center St. Br. Four-Lane Marion St. Br.
Marion Street Bridge (including ramp)	$ 5,100,000	$ 11,200,000
Center Street Bridge (including ramps)	20,000,000	17,700,000
Total Construction Cost	$ 25,100,000	$ 28,900,000
Right-Of-Way	1,300,000	1,300,000
Total Project Cost	$ 26,400,000	$ 30,200,000
SOURCES OF FUNDING:		
Marion Street Bridge (I-305 Transfer)	$ 5,100,000	
Center Street Bridge (HBR)	20,000,000	
Right-Of-Way (HBR)	1,300,000	
	$ 26,400,000	
Marion Street Bridge (I-305 Transfer)		$ 5,400,000
Marion Street Bridge (HBR)		2,300,000
Center Street Bridge (HBR)		17,700,000
Right-Of-Way (HBR)		1,300,000
Total Fund Available	$ 26,400,000	$ 26,700,000
Project Cost	26,400,000	30,200,000
	$ 0	- $ 3,500,000

Center Marion St.

- Design Approval July 1 '80
  R/W - 12 mos. - July 81

impacts ramps on east side only. —

Bridge Design

Marion piers - Aug 80

Superstructure - Nov 80

Remainder of approaches — Feb 81
except ramps —

Center St. - June 81

Marion St work would have to be well underway before award. — Jan 82 at earliest.

Coast Guard Permit — applied for - No notice yet asking for 8' reduction in clearance on Center

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BRIDGE SECTION

CENTER AND MARION STREET BRIDGES

This study was made to estimate the construction savings of building the Center Street Bridge without stage construction.

If the Marion Street Bridge is widened to 38 feet, the Center Street traffic would have to be carried on the Center Street Bridge requiring the bridge to be built using stage construction as shown on Sheet 9 of the accompanying drawings. We refer to this plan as Alternative 2.

If the Marion Street Bridge is widened to 56 feet, as shown on Sheet 3 of the accompanying drawings, the Center Street traffic could be detoured to the Marion Street Bridge allowing the Center Street Bridge to be built without stage construction. We refer to this plan as Alternative 3.

The estimates are for a 56-foot roadway on the Center Street Bridge and both a 38-foot wide and a 56-foot wide roadway on the Marion Street Bridge. These estimates are shown in detail on Sheets 1a through 4a of the Appendix and are summarized in the following table.

Alternative 2	Alternative 3	Difference
(Stage Construction)	(Detour to Marion)	
38' Marion* = $ 5,100,000	56' Marion = $11,200,000	$6,100,000
56' Center = 20,000,000	56' Center = 17,700,000	2,300,000
Total** = $25,100,000	Total** = $28,900,000	$3,800,000

*In order to maintain pedestrian traffic, the Center Street Bridge would have to be completed before the north side of Marion Street Bridge is started. This would delay construction of Marion Street Bridge for 1 1/2 to 2 years.

**Estimates include approximately $1,000,000 for the deck resurfacing of the portion of the bridges to be left in place. This amount is eligible for RRR Funds (deck restoration).

Sheet 1 of the accompanying drawings shows the plan of both bridges with 56-foot wide roadways, their approaches and ramps, both existing and proposed. The west approaches show the widening and additional ramp that has been recommended to keep the traffic wearing movements to a minimum. Sheets 2 through 5 show the plan, elevation and typical roadway sections for the Marion Street Bridge. Sheets 6 through 8 and 12 show the plan, elevation and typical roadway sections for the Center Street Bridge. Sheet 9 shows the plan, elevation and typical roadway section for the river spans of Center Street Bridge using stage construction. Sheet

10 and 11 show alternate designs for the river spans of Center Street Bridge. A comparison of the relative costs between alternate designs for the river spans of Center Street Bridge is shown on Sheet 5a of the Appendix.

An approximate time schedule for the construction of both bridges for Alternatives 2 and 3 is shown on Sheets 6a and 7a of the Appendix.

smd (11-26-79)

State Highway Division
Bridge Design Unit

Sheet 1a

Alternate 2

Marion St. Bridge (35' Roadway – Widen Both Sides) Co. Mar–Polk

TJC Date 11/2/79 Bridge No. 7253B

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	291,600
Shoring & Cribbing	All	—	—	10,000
Structure Excavation	Cu. Yd.	1,700	12^{00}	20,400
Structural Concrete – 4000-1½	Cu. Yd.	2,350	330^{00}	775,500
" " – 3300-1½	Cu. Yd.	980	300^{00}	294,000
Metal Reinforcement – uncoated	Lbs.	640,000	0^{55}	352,000
" " – epoxy	Lbs.	240,000	0^{75}	180,000
Structural Steel	Lbs.	160,000	2^{00}	320,000
[illegible] Piles	Lin. Ft.	6,000	45^{00}	270,000
Expansion Joints – [illegible]	Lin. Ft.	130	100^{00}	13,000
	Lin. Ft.	460	50^{00}	23,000
Special Wall Excavation	Cu. Yd.	3,000	10^{00}	30,000
P.C.C. deck resurfacing – old deck	Sq. Yd.	7,200	80^{00}	576,000
[illegible]	Lin. Ft.	6,000	50^{00}	300,000
Maintenance of traffic	All	—	—	200,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	2^{50}	27,500
Subtotal				3,933,000
30% [illegible]				1,180,000
[illegible]				5,113,000

Alternate 2

[illegible] (Freeway - Stage Construction) [illegible]

10/2/77

7223.B

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	6%	1,136,800
Shoring, Cribbing & Work Trestle	All	—	—	1,450,000
Structure Excavation	Cu.Yd.	17,000	12.00	204,000
Furnish Steel Piling - HP12x53	Lin.Ft.	66,000	13.00	858,000
Drive Steel Piling	Each	1,100	550.00	605,000
[illegible]	Cu.Yd.	2,500	10.00	25,000
Riprap	Cu.Yd.	8,200	17.00	139,400
Structural Concrete - [illegible]	Cu.Yd.	5,170	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	12,700	[illegible]	[illegible]
[illegible]	Lb.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lb.	[illegible]	1.50	450,000
[illegible]	[illegible]	[illegible]	15,000	[illegible]
[illegible]	[illegible]	[illegible]	15,000	[illegible]
[illegible]	[illegible]	[illegible]	14,000	145,000
[illegible]	[illegible]	[illegible]	[illegible]	105,000
[illegible]	[illegible]	[illegible]	[illegible]	14,000
[illegible]	[illegible]	[illegible]	[illegible]	22,000
[illegible]	Cu.Yd.	[illegible]	[illegible]	[illegible]
[illegible]	Cu.Yd.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	—	—	525,000
[illegible]	[illegible]	—	—	100,000
[illegible]	All	—	—	300,000
[illegible]	Cu.Yd.	[illegible]	[illegible]	[illegible]
[illegible]				[illegible]
[illegible]				[illegible]
[illegible]				19,955,000

[illegible] Highways Division
BRIDGE DESIGN UNIT

Alternate E

3:

[illegible] (53' Opening - Widen One Side) [illegible]

[illegible] 725 11/1/79 72553

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	6%	635,400
Shoring, Cribbing & Worktrestle	All	—	—	800,000
Structure Excavation	Cu. Yd.	10,600	12^{00}	127,200
Furnish Steel Pil[illegible] - HP12x53	Lin. Ft.	24,000	13^{00}	312,000
Drive Steel Piles	Each	400	450^{00}	180,000
Special [illegible] Backfill	Cu. Yd.	3,500	10^{00}	35,000
Riprap	Cu. Yd.	5,500	17^{00}	93,500
Class [illegible] Conc. - [illegible]	Cu. Yd.	2,800	330^{00}	924,000
" " - 330-1½	Cu. Yd.	6,200	300^{00}	1,860,000
[illegible] Reinforcement - uncoated	Lbs.	1,720,000	0^{50}	860,000
" - epoxy	Lbs.	570,000	0^{75}	559,000
Structural Steel	Lbs.	1,400,000	1^{00}	1,400,000
Expansion Joint - double	Lin. Ft.	130	100^{00}	13,000
" - single	Lin. Ft.	600	50^{00}	30,000
R.C. [illegible]	Sq. Ft.	140	45^{00}	6,300
P.C.C. Deck [illegible] - Class [illegible]	Sq. Ft.	7500	70^{00}	525,000
Removal of [illegible]	Lin. Ft.	2610	50^{00}	130,500
Maintenance of [illegible]	All	—	—	150,000
Illumination & Signing	All	—	—	250,000
Grading & Paving	Sq. Ft.	11,000	[illegible]	[illegible]
Subtotal				8,684,000
Bridge [illegible] Contingencies				2,597,000
Total Cost				11,281,000

Alternate 3

Center St. Bridge (58' Roadway - Lehigh to Marion) [illegible] Man-Falk

[illegible] 11/1/79 [illegible] 7253B

Item	Unit	Quantity	Rate	Total Cost
Mobilization	All	—	8%	1,000,000
Shoring, Cribbing & Work Trestle	All	—	—	1,000,000
Structural Excavation	Cu.Yd.	16,000	12.00	192,000
Furnish Steel Piling - HP 12x53	Lin.Ft.	60,000	13.00	780,000
Drive Steel Piling	Each	1,000	450.00	450,000
Special Wall Back Fill	Cu.Yd.	2,500	10.00	25,000
Riprap	Cu.Yd.	8,200	17.00	139,400
Structural Concrete - 5000 psi	Cu.Yd.	4,960	300.00	1,488,000
- 4000 psi	Cu.Yd.	2,000	300.00	600,000
- 3300 psi	Cu.Yd.	11,550	240.00	2,841,000
[illegible]	Lbs.	3,300,000	[illegible]	1,980,000
[illegible]	Lbs.	400,000	[illegible]	320,000
Prestressing [illegible]	Lbs.	270,000	1.00	270,000
Precast [illegible]	Each	40	17,000.00	680,000
[illegible]	Each	10	13,800.00	138,000
Pedestrian Rail	Lin.Ft.	3140	40.00	125,600
Expansion [illegible]	Lin.Ft.	[illegible]	100.00	[illegible]
[illegible]	Lin.Ft.	[illegible]	50.00	35,000
R.C. [illegible]	Sq.Yd.	3500	46.00	161,000
PCC [illegible]	Sq.Yd.	2600	70.00	[illegible]
Removal of Existing Structure	All	—	—	445,000
Maintenance of Traffic	All	—	—	150,000
[illegible]	All	—	—	250,000
[illegible]	Cu.Yd.	[illegible]	[illegible]	[illegible]
[illegible]	All	—	—	400,000
Subtotal				13,377,000
30% [illegible]				4,013,100
Total				17,39[illegible],000

[illegible]
[illegible]

[illegible]

[illegible]

Summary of [illegible] [illegible] [illegible] Span

Alt. 3A, [illegible] in Motion: (See Sheet 5 of drawings.

Type: C.I.P. - P.T.C.B.G. Cantilevers w/ Precast Beams

[illegible] = $6,200,[illegible] + $[illegible],400,000 = $15,600,000

Alt. 3[illegible] [illegible]

Type: [illegible]

[illegible]

Alt. 3[illegible] [illegible]

[illegible]

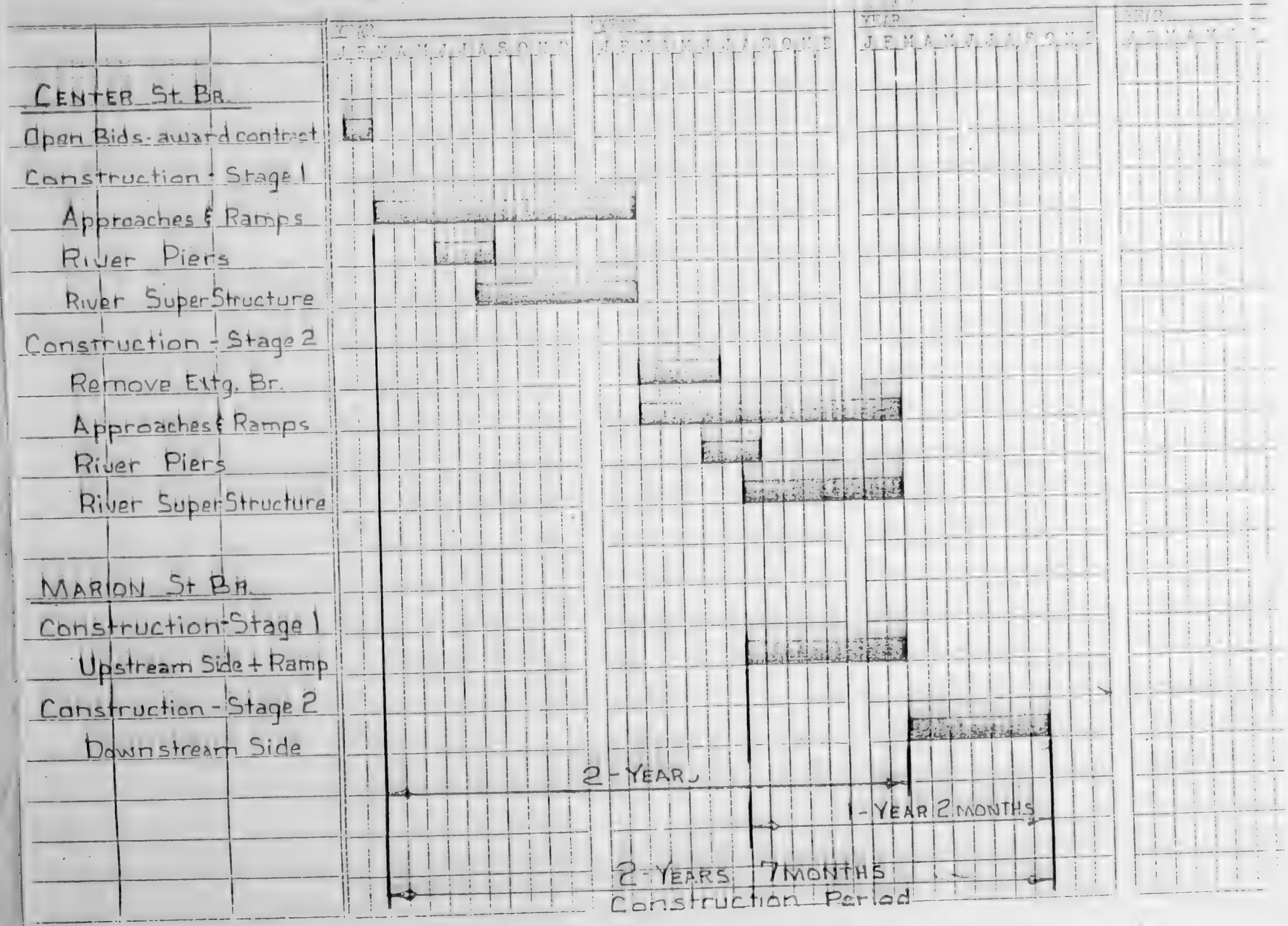
[illegible] = $[illegible] + $[illegible] = $[illegible]

Alt. 3[illegible] [illegible]

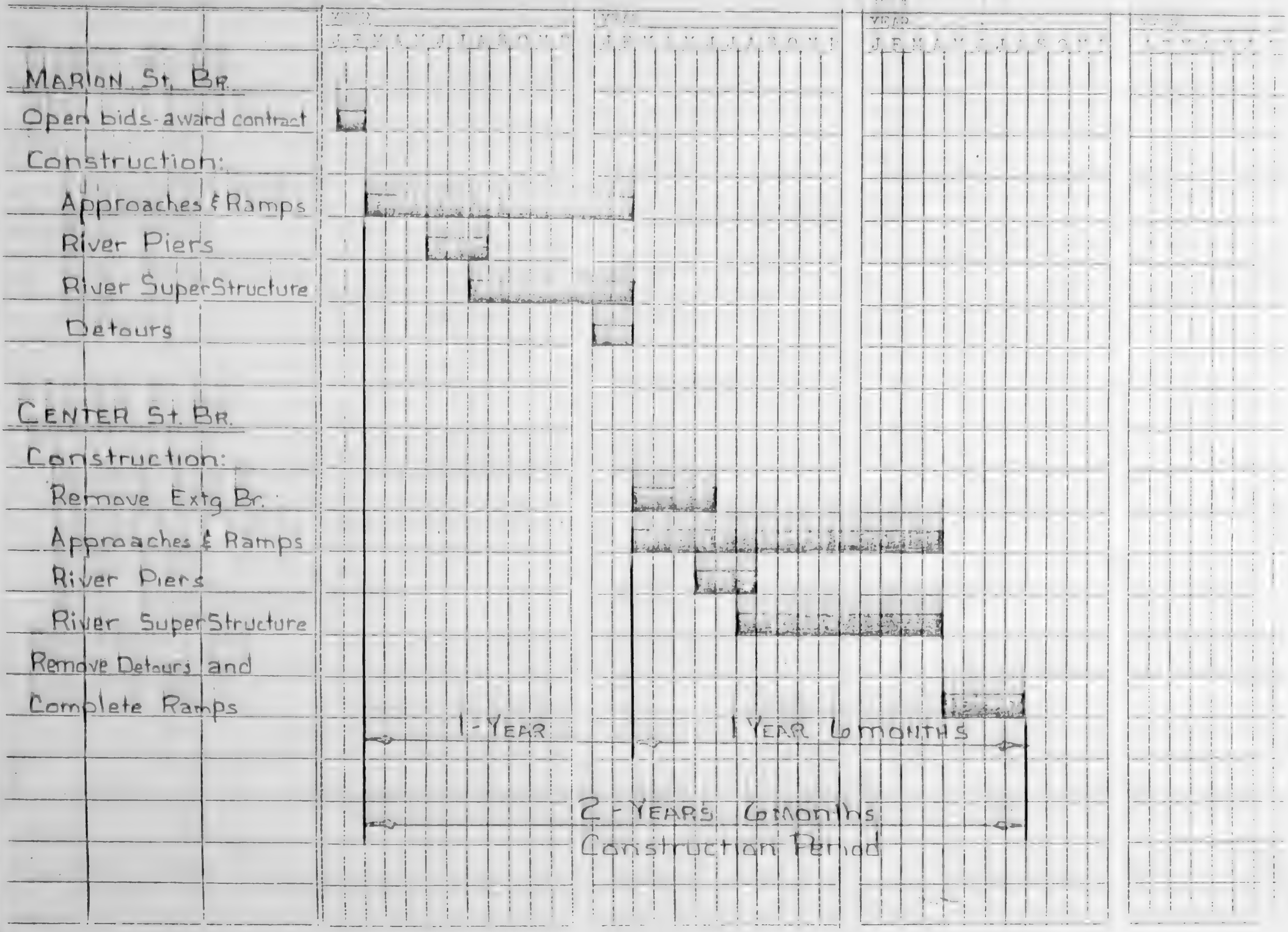
Type: [illegible]

[illegible] = $[illegible] + $[illegible] = $[illegible]

CENTER St.-MARION St. BRIDGES
Alternate 2 (Stage Construction)



CENTER ST. - MARION ST. BRIDGES
Alternate 3 (Detour to Marion)



U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

Environmental Section
February 22, 1980

REPLY TO ATTN OF: M/S 443

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh

RECEIVED
TECHNICAL SERVICES
FEB 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FEB 14 1980

NOTED
E. S. HUNTER

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

Listed below are EPA's comments on the air quality impacts and analysis of the Willamette River Bridges project in Salem. This letter, together with our letter dated January 21, 1980, constitutes our comments on the Draft Environmental Impact Statement (EIS).

1. The data used to compare modeled and predicted CO concentrations are based on one-hour concentrations. Since the 8-hour CO standard is the controlling standard, the Final EIS should compare modeled and monitored 8-hour concentrations.

2. We note that in this analysis, model Airpol-4A which is usually known to overpredict, underpredicts. This may be because a comparison of table 11-22 and Tables 11-10 and 11-11 indicate that the 10 days modeled were not the worst case days. We suggest the model be run again using all worst case parameters. If necessary meteorological data is not available, assumed conditions should be modeled and the rationale for the assumptions provided.

3. The analysis includes modeled predictions for the Fuller Store CO site and the Gilbert House site, which is described as being located in a critical area. The model, however, is able to predict for several locations simultaneously and the maximum concentrations at edge of right-of-way should be modeled at several receptors. Justification should be provided for the selection of a worst case site. (See "Guidelines for Air Quality Maintenance Planning Analysis", Volume 9: Evaluating Indirect Sources, EPA September 1978).

4. The procedures on page 11-45 indicates that rollback of emissions was used to determine 1983 concentrations. Generally, for project level analysis, line source modeling validated by monitored data is

the approved method. Since the analysis shows that Airpol-4A is applicable, it should be used to make the 1983 predictons.

5. The inclusion of the discussion on temporary impacts of the project is appreciated.

6. It appears that only Alternative 2 is consistent with the State Implementation Plan. In accordance with Section 176 (c) of the Clean Air Act, then, this should be the preferred alternative.

EPA has rated this Draft EIS LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with our obligation under Section 309 of the Clean Air Act to inform the public of our views on Federal agency actions.

If you have questions or would like to discuss our comments, please call either me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

David Steinborn, for

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

RECEIVED
TECHNICAL SERVICES
FEB 14 '80
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 13, 1980
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

151

FROM: Gary A. Potter, Manager
Environmental Section

TO: Bruce Boyd
Right-of-Way

SUBJECT: Right-of-Way Needs Estimate
Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway
Marion County

Part of the environmental work on the Willamette River Bridges widening and replacement involves the preparation of a Section 4(f)/6(f) Statement documenting impacts to parkland as well as the mitigation of such impacts. Furthermore, since Wallace Marine Park, which will be affected by the project, has had improvements made with financial participation from the Land and Water Conservation Fund (L&WCF) Act of 1972, any land taken from the park will have to be replaced with land of "at least equal fair market value and of reasonably equivalent usefulness and location."

Previous meetings with the Heritage Conservation and Recreation Service (administrators of the L&WCF) as well as with the Regional Parks and Recreation Agency of the COG have given us three priorities for a land replacement program.

First, it is proposed that we join the RPRA in acquiring land for a proposed new access to Wallace Marine Park opposite Glen Creek Road. This is a worthwhile proposal, but the mechanics of land acquisition and timing may interfere with carrying it out.

Second, if the first proposal fails, it is proposed that we purchase another suitable parcel somewhere else on the perimeter of Wallace Marine Park to be used for park expansion.

Third, failing options one and two, we would acquire a suitable parcel on the margins of some other RPRA facility in the Salem area.

This brings us the the subject to this memo. We are now at the point where we need help in assessing the value of our proposed right-of-way taking from Wallace Marine Park. Attached is a sketch map showing the proposed right-of-way. We need a fair market value estimate of the aggregate taking--0.6 acre. We also need to know what is involved in purchasing potential mitigative land under the first option, i.e. for the proposed Glen Creek access road, but on the park end of the proposed road (again, see attached sketch map). Useful information would include: what size parcel(s) is available, at what cost, willingness of potential sellers to sell, and so on.

Perhaps simultaneous with the research, the second proposal--another mitigative land purchase on the park perimeter--could also be examined. Again, what other land might be purchased which would satisfy the criteria of "at least equal fair market value and of reasonably equivalent usefulness and location?"

With this data in hand we should better be able to propose or assess a mitigation package.

Should you have any questions on this request, or should you require additional information, please contact Eb Engelmann, the environmental project manager, at 88511.

Thank you.

GAP:EE:lb

Attachment

cc: E. S. Hunter
C. O. Fredrickson

[illegible]

ENVIRONMENTAL SECTION
February 5, 1980

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

**Advisory
Council On
Historic
Preservation**

1522 K Street NW
Washington D.C.
20005

January 24, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

On December 20, 1979, the Council received your determination that Willamette River (Center and Marion Street, Salem) Bridges improvement project would not adversely affect the Gilbert House, the Marion Square Park, or any other historic or cultural property in Salem, Oregon, that is included in or eligible for the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination with respect to alternative 2, as detailed in the documentation submitted with the determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

RECEIVED
TECHNICAL SERVICES
FEB 5 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

United States Department of the Interior
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

RECEIVED
ENVIRONMENTAL
SECTION
JAN 23 1980

Referred to JAN 17 1980 Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

RECEIVED
DOT DIRECTOR
JAN 21 '80
REFER TO
FOR

ER 79/1091

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.W.
Salem, Oregon 97301

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for Willamette River (Center and Marion Streets) Bridges, Willamina-Salem Highway (SR-22), Marion and Polk Counties, Oregon.

NOTED
E. S. HUNTER

SECTION 4(f) COMMENTS

Recreation Resources

While discussions regarding the first proviso of Section 4(f) could be strengthened, we concur that there appears to be no feasible and prudent alternative to achieving the transportation objectives of the proposed project without impacts to park and recreation sites in the area.

With respect to the second proviso of Section 4(f), the statement is deficient in discussing specific measures to minimize harm to recreation resources. For instance, in discussing the impact of the proposed project on Marion Square Park, the statement clearly points out (p. 41) that the build alternatives would increase noise, hinder access, remove parking and make public restrooms less accessible, chiefly during summer months, the period of peak park use. Therefore, we do not agree with the statement (page 45) that a Section 4(f) determination for Marion Square Park is not necessary. In accordance with the Ninth Circuit Court of Appeals decision (Brooks vs. Volpe; #71-1408), we recommend that a Section 4(f) statement be prepared for this involvement. The statement should reflect the results of coordination with the Salem Park and Recreation Department (SPRD) and the Regional Parks and Recreation Agency (RPRA) relative to such measures to minimize harm as they deem appropriate to maintain the park's integrity and usefulness.

RECEIVED
TECHNICAL SERVICES
JAN 2
REFER TO
FOR

As to Wallace Marine Park, the statement correctly addresses the need to provide replacement land of reasonably equivalent utility and location for the portion which will be taken from the park, in accordance with the provisions of Section 6(f) of the Land and Water Conservation Fund Act (L&WCF). Although different parts of the text identify some of the proposed measures to minimize harm to Wallace Marine Park, a consolidated list of all measures, which are planned in consultation with SPRD and RFRA, should be enumerated in the final 4(f) statement. We recommend that, in particular, landscaping be extensively undertaken on the park properties as a means to help absorb and muffle the increased noise levels.

Cultural Resources

We are concerned with the statement at the bottom of page 34 that the cottages on Water Street contribute to the architectural variety and period of quality of the area, but do not possess historic significance entitling them to protection under Section 4(f) or Section 106 of the National Historic Preservation Act. Properties of local and/or State significance are protected under Section 4(f). Therefore, FHWA initially should consult with the State Historic Preservation Officer, the local officials with cultural resources expertise and/or historical societies or academic institutions having expertise with regard to such properties for a determination of the State or local historical, architectural, or cultural significance of the properties. If they are found significant, supplemental Section 4(f) information should be added to the statement necessary to make a determination for the two provisos of Section 4(f). (Reference: DOT ORDER 5610.1C, Attachment 2, Items 4 and 5).

With respect to the project's involvement with the other identified cultural resources, we concur with the finding of no adverse effect and, for this case, the non-applicability of Section 4(f) to them.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

Descriptions of fish and wildlife resources are generally adequate. However, we believe that the impacts of project alternatives on these resources warrant improvement.

Page ix, Impact Summary-Biology: It is stated that 58 percent of the land that would be affected by construction activities has some wildlife value, and that 1.8 acres of this habitat would be permanently lost. However, in the section on Biology (beginning on page 28), the value of this habitat to wildlife is not discussed, nor are the species using it. It would be helpful to include representative species of each animal group mentioned, and the value of the habitat to these species (i.e., food sources, nesting areas, cover, etc.). The impact of the loss of this habitat should then be better evaluated and discussed.

Page 25, par. 6: This paragraph states that riparian land would be temporarily degraded and low vegetation destroyed. No mention of revegetation is made either here or under the Mitigation section on page 26. All disturbed areas should be replanted with species of grasses, forbs, shrubs, and/or trees that have high values as food and cover for wildlife. Information concerning revegetation should also be included in the Mitigation section.

Page 27, Item 8: The wetlands to be lost and their value to wildlife should be described, rather than dismissed as being insignificant, even though a small area is involved.

Page 31, par. 3: See the comments for page ix. Also, a brief discussion of impacts to wildlife should be included.

Page 31, Item 6: It is stated that no threatened or endangered fauna would be affected by the project, but no documentation is given as to how this was determined, nor are threatened or endangered flora mentioned. Compliance with Section 7 of the Endangered Species Act, as amended, should be indicated, including sources of information.

Page 32, par. 1: It is stated that landscaping would be done after project completion, which may more than offset impacts to wildlife. To aid in accomplishing this, plants which have high value as food and cover for wildlife should be planted in preference to purely ornamental species. Revegetation should be coordinated with the Oregon Department of Fish and Wildlife, the Soil Conservation Service and the U.S. Fish and Wildlife Service.

Other Interrelated Federal Permits

The statement identifies the need, at a later date, for permits for construction activities in the Willamette River and provides some information about this work. Such permits would be issued by the U.S. Coast Guard and the Corps of Engineers pursuant to their respective authorities under Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500. The permit applications will be reviewed by the U.S. Fish and Wildlife Service (FWS) pursuant to the Fish and Wildlife Coordination Act. In its review, FWS may concur, with or without stipulations, or object to the proposed work depending on site-specific information available with the application.

FWS advises that its tentative position, based on current information, would probably be to concur to issuance of the permits with stipulations for work in the river and the use of wetlands. Should detailed site-specific information now be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, the U.S. Coast Guard, the Corps of Engineers, and any other involved State/local agency in resolution now of all factors, including stipulations relating to the needed permits, so that this information may be included in the final statement. Indeed, we think it essential that this additional "scoping" be carried out now to comply with the views of the Secretary of Transportation as expressed to the Secretary of the Interior.

Borrow/Spoil Operations

We note the commitment to dispose of dredged spoil on land. No mention is made of borrow to protect bridge piers and for other project needs. The statement should identify designated areas for muck disposal (i.e., spoil areas) and for the borrow material. Other sections of the statement should (1) describe the existing environmental setting of the spoil/borrow areas under pre-project conditions; (2) evaluate the impacts of the spoil/borrow operations on the flora, fauna and cultural resources; and (3) discuss the mitigation measures to be employed to lessen the impacts on the environment of the spoil/borrow operations.

Cultural Resources

We note that the State Historic Preservation Officer has approved for nomination to the National Register of Historic Places the Gilbert House, the Commercial Street Historic District and Marion Square Park. To date, this information has not been received by the Keeper of the National Register for Historic Places. (Reference: 36 CFR 60 and 800).

SUMMARY COMMENTS

If a build alternative is selected, the Department of the Interior concurs that there is no feasible and prudent alternative to the use of and impacts on some lands covered by Section 4(f).

We consider the present document deficient with respect to the second proviso of Section 4(f) -- measures to minimize harm. However, in this case, we are willing to go along with those measures which you and Oregon DOT resolve, in further consultations about this facet of the project, with the Salem Parks and Recreation Department and with the Regional Parks and Recreation Agency. Notwithstanding and contingent on Section 4(f) approval by US-DOT, you may be assured of our willingness to give timely attention to the submission of a request to this Department for the conversion to a non-recreation use of the lands in Wallace Marine Park covered by Section 6(f) of the Land and Water Conservation Fund Act.

We would be pleased to work with you on a technical assistance basis regarding our concerns. The Regional Director, Heritage Conservation and Recreation Service, U.S. Department of the

Interior, 915 Second Avenue, Seattle, WA 98174 (phone: FTS 399-4700) has this responsibility for park, recreation, and cultural resource matters. For fish and wildlife, wetland, and related elements, please consult the Area Manager, Fish and Wildlife Service, U.S. Department of the Interior, 727 N.E. 24th Avenue, Portland, OR 97232 (Phone: FTS 429-6179).

We appreciate the opportunity to review and comment on the subject statement.

Sincerely,

James H. Rathlesberger
Special Assistant to
Assistant SECRETARY

cc: Mr. Robert A. Burco
Director, Oregon State
Department of Transportation
State Highway Building
Salem, Oregon 97310

ENVIRONMENTAL SECTION
January 24, 1980

cc; E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Environmental Section
February 1, 1980

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh

REPLY TO
ATTN OF: M/S 443

RECEIVED
TECHNICAL SERVICES
FEB 1 '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

NOTED
E. S. HUNTER

JAN 21 1980

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Green:

Thank you for the opportunity to review the Draft Environmental Impact Statement (EIS) for the Willamette River Bridges in Salem. We would like to offer the following comments on the noise and water impacts of the project for your consideration in preparing the Final EIS. We will also be commenting upon the air quality impacts; however, our air technical reviewer has been unable to contact the person who prepared the Air Quality Technical Report to discuss certain information contained in the report. However, she expects to talk with him within the next few days and we will forward our comments to you as soon as we receive them.

NOISE

1. Applicable FHWA regulations state that changes in horizontal and vertical alignment should be evaluated as alternative means of reducing severe noise impacts resulting from highway projects. While the technical noise study accompanying the Draft EIS provides an adequate explanation of why changes in the horizontal alignment were not considered, it does not adequately explain why changes in the vertical alignment were not explored. This should be discussed.

2. We suggest that the discussion concerning the feasibility of a noise reduction wall at the Edgewater Parkway site should consider tree or shrubbery planting as a method of reducing the poor aesthetic qualities of such a wall.

3. It would be helpful in the future if the Draft EIS explains that the FHWA's maximum design levels are noise levels based on speech interference criteria derived from speech distances and voice efforts deemed reasonable for the land-use and activity categories being considered. Such information would be especially helpful to non-technical persons who review the Draft and Final EIS's.

4. Although the draft EIS describes existing and predicted noise levels in accordance with FHWA policy which advocates the use of L_{10} and L_{eq} descriptors, we suggest that these noise levels additionally be expressed in day/night sound level (L_{dn}) terms, since the time of occurrence of noise production is important.

5. Finally, the Noise Study Report prepared by the Oregon Department of Transportation mentions that the mitigation of construction noise will be investigated should a specific noise impact complaint occur. A more positive approach needs to be taken, and the following methods of abating construction-generation noise should be considered in addition to those which the draft EIS already mentions:

(1) the use and maintenance of properly operating mufflers and quieting devices
(2) the use of the quietest available machinery and equipment
(3) the use of electric equipment in preference to gas
(4) locating construction equipment as far from nearby noise sensitive properties as possible
(5) shutting off idling equipment
(6) scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring
(7) the use of permanent or portable acoustic barriers around construction point noise sources

The effectiveness of these abatement measures should be described and demonstrated by the use of accepted noise prediction techniques. In addition, plans to monitor noise during construction and at the completed project should be described. Perhaps these constraints should additionally become a part of project contract specifications.

WATER

The DEIS states that runoff from the bridges empties directly into the river. The FEIS should indicate whether any consideration was given to collecting this runoff and separatingoil and grease and the other pollutants mentioned in the technical report, i.e. rubber bits, asbestos, lead, zinc, etc.

We will be sending our comments on the air quality impacts of the project as soon as possible. At that time we will also rate the project in accordance with our obligation under Section 309 of the Clean Air Act to let the public know our views of Federal actions.

If you have questions regarding the above comments, please call either me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 14, 1979
Salem, OR. 97310

FILE:

FROM: Eb Engelmann
Project Manager

SUBJECT: Willamette River Bridges
FEIS and 4(f)/6(f) Needs

TO: Gary A. Potter
Manager

NOTED
E. S. HUNTER

We have not yet gotten much feedback on the DEIS, and we await the public hearing. Once those points are reached we will better be able to assess our needs, and we will be able to select the proposed alternative.

Nonetheless, many information needs can be identified now. We need:

1. Population, employment, and traffic updates for all appropriate links and sectors so the data can be used in the introductory, traffic, air quality, noise, sociology, and land use sections of the FEIS.

2. Further work on 4(f)/6(f) property questions, including:

   a. Commitment to the amount of proposed additional bridge right-of-way through the park and a current estimate of its value.

   b. A decision on our part as the value of our 6(f) land replacement obligations (subject to eventual FHWA, RP&RA and HCRS concurrence).

   c. Coordinating with RP&RA about new access road plans, timing, ROW needs, costs, etc.

   d. Determining from ODOT & FHWA if mitigation land can be purchased before the bridge ROW is purchased--perhaps even before it is authorized--if RP&RA access plans move that quickly.

   e. Identifying a specific mitigation action, such as purchasing or helping to purchase a specific parcel of land for RP&RA in connection with the proposed new access.

   f. Developing contingency plans if the access proposal falls through
      --adding on to Wallace Marine Park somewhere else on its perimeter for 6(f) mitigation.
      --adding on to another RP&RA park.
      --also further developing and coordinating Musgrave Lane and boat ramp circulation plans without a new access.

   g. Identifying with greater certainty any other mitigation measures for park impacts: fencing, paving (access or parking), landscaping, dredging, etc., which may be feasible and/or desirable.

3. Further details/decisions on the proposed pedestrian/bicycle overcrossing of Front Street (this is potentially one of our most controversial issues.

4. More information on what is proposed for the Riverfront Development area and how the bridges will relate to that development--this will continue to be a problem throughout the project.

5. Current cost figures for the build alternative(s).

6. Answers to the two traffic questions just submitted by the MWVCOG:

   "As related in the document, the major traffic delays occur at the signals at the ends of the bridges and not necessarily on the bridges themselves. There was, however, a lack of discussion and lack of alternatives that included new traffic control schemes at either ends of the bridges. Specifically, there seems to be little discussion of improving the intersection of Marion and Commercial Streets. What solutions are proposed for improving this intersection?

   Relating to the previous comment, did the traffic analysis take into account the possibility of the Salem Parkway being constructed?"

7. Additional data on past, present and prospective navigational use of the Willamette River through the project reach--commercial and recreational navigation.

EE:lb

VICTOR ATIYEH
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

Environmental Sect
December 13, 1979

December 11, 1979

NOTED
E. S. HUNTER

cc: E. S. Hunter
D. H. Moehrin
J. H. Verstee
F. E. Terpin
Walter Hart
C. O. Fredric
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

Gary A Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

CENTER AND MARION STREET BRIDGES OVER WILLAMETTE RIVER- SALEM
PNRS 7911 4 460

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Land Conservation and Development offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay L. Wilcox
KAY WILCOX, A-95 COORDINATOR

KW:cb

RECEIVED
TECHNICAL SERVICES
DEC 14 '79
REFER TO
FOR

Info	Inve	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 7911 4 460   Return Date: DEC 27 1979

Draft E.I.S. letter

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Agency LCDC BY J.H. Claypool

V. ODOT ENVIRONMENTAL IMPACT STATEMENTS

Project name: Willamette River Bridges (Draft EIS)

# 7911 4 460

The Department of Land Conservation and Development approved the Oregon Department of Transportation Coordination Program in March, 1978. Subsequently, ODOT incorporated procedures within the revised Oregon Action Plan which recognize the coordination responsibilities of the agency. As referenced on pages 71-84, the project has been coordinated with local government comprehensive planning efforts. ODOT is encouraged to continue this progress throughout implementation phases.

MEMORANDUM

TO: Gary Potter, Environmental Section, ODOT

FROM: Dick Knowles, Transportation Coordinator, COG RLK

SUBJECT: Review of Willamette River Bridges EIS

NOTED
E. S. HUNTER

DATE: December 7, 1979

I have reviewed the Willamette River Bridges Draft Enviornmental Impact Statement and offer the following comments.

1. What is the significance of the energy impacts on page 16? Are they severe or minor in nature?

2. As related in the document, the major traffic delays occur at the signals at the ends of the bridges and not necessarily on the bridge themselves. There was, however, a lack of discussion and lack of alternatives that included new traffic control schemes at either ends of the bridges. Specifically, there seems to be little discussion of improving the intersection of Marion and Commercial Streets. What solutions are proposed for improving this intersection?

3. Relating to comment 2, did the traffic analysis take into account the possibility of the Salem Parkway being constructed?

I appreciate the opportunity to comment on this document.

WILHELMI/aml

Environmental Section
December 13, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Richard Kuehn
Eddie Welsh
Bill Kappus
Glen Green

RECEIVED
TECHNICAL SERVICES
DEC 14 79
REFER TO
TO
Info R/O

STATE OF OREGON

INTEROFFICE MEMO

DEPT. ______ TELEPHONE ______

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 23, 1979

Bill

FROM: William L. Cranford
Urban Studies Engineer

SUBJECT: Salem: Addendum to Center Street Bridge Replacement Analysis

NOTED
H. S. COULTER

Enclosed are three copies of the original revised report. The revision consists only of the addition of the subject report.

It will be noted that the best alternatives (from a traffic operations standpoint) have the lowest Preliminary Cost Estimates.

The M-WVCOG has asked for a copy when you are ready to release the report. You may want to send one to the City at the same time.

WLC:dpy
Attachments
cc L. W. Rulien ✓ - w/attach.
D. H. Moehring " "
Ed Hunter " "
Gary Potter " "
L. E. George " "

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
FOR
Info [illegible] R.D. [illegible] [illegible] Act File

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

SALEM: ADDENDUM TO CENTER STREET BRIDGE REPLACEMENT ANALYSIS

Background

On October 5, 1979, the report entitled Center Street Bridge Replacement Analysis was published. At that time preliminary cost estimates were not available.

This report is an addendum to the October 5, 1979 report and will show preliminary cost estimates for the most promising alternatives. The title page of the October 5, 1979 report should be noted as Revised: October 22, 1979. This addendum report should then be attached. There are no other changes at this time.

Preliminary Cost Estimates

Alternates 3, 4A, 4B, 7, 8A and 8B are the most promising from a traffic operations standpoint. Alternatives 3 and 7 are the same except for 52-foot and 56-foot bridges, respectively, that allow different treatment of westbound lanes through the Marion-Commercial intersection.

Alternatives 4A, 4B compare to 8A and 8B in similar manner as Alternatives 3 and 7 above.

Most of the above alternatives will give Level of Service "D" or better. Two alternatives (4B and 8B) give Level of Service "E" at two intersections.

It is believe that all alternatives listed in the Preliminary Costs Estimate Table below can be built within existing right-of-way. However, temporary easements may be necessary during detour construction or removal. No right-of-way or easement costs have been included.

PRELIMINARY COSTS ESTIMATE TABLE

Alternate	Construction Costs[1]
3	$300,000
4A	200,000
4B	200,000
7	250,000
8A	200,000
8B	200,000

---

[1] A temporary easement for detour construction may be needed. No right-of-way or easement costs are included.

William L. Cranford

October 22, 1979

REVISED: October 22, 1979

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

SALEM: CENTER STREET BRIDGE REPLACEMENT ANALYSIS

Background

Financing may be available from the Federal Special Bridge Replacement Fund to construct a new Center Street Bridge. Congressional action has appropriated initial funds for this purpose. There is, however, the possibility of national competition for funding for bridge projects in other states. Therefore, it is essential that the project be implemented at the earliest possible time.

The money available can be used only for construction of a new bridge in the same location; the money cannot be used to construct a third bridge in a new location.

A companion project to widen the Marion Street Bridge to three lanes is part of the Salem area Year 2000 Transportation Plan. A part of the I-305 transfer funds have been locally earmarked for this purpose.

A construction savings may be possible if all river crossing traffic can be temporarily moved to the Marion Street Bridge and the Center Street Bridge be replaced without having to provide for traffic on the Center Street Bridge during construction. The construction savings could be applied to the Marion Street Bridge to help make it wide enough to carry the detour traffic. Currently, under study are the amount of construction savings and the financial impacts of widening the Marion Street Bridge to four lanes (instead of three) to accommodate detour traffic.

The Highway Division Traffic Section published a report entitled Center and Marion Street Bridges Detour Plan, Traffic Analysis Report on March 29, 1979. In summary, this report forecasted levels of service during detour operation that are usually considered unsatisfactory at the following intersections.

1. Wallace Road and Edgewater (during A.M. Peak Hour).
2. Marion and Commercial (during P.M. Peak Hour)
3. Marion and Liberty (during P.M. Peak Hour).
4. Liberty and Center (during P.M. Peak Hour).

It should be emphasized that these conditions were forecasted to be no worse than the "No Build" situation. That is, driving conditions would be no worse than those experienced if no project was implemented.

Subsequent to the above mentioned report, efforts were made to learn if detour designs could be improved to give a higher level of service at the "problem" intersections. This work was conducted by the Bridge Section, the Design Section and the Urban Studies Unit, Project Management Branch. This report covers the results of that study. It will be noted that detour operational improvements are possible.

The Critical Intersections

The successful operation of the intersection of Marion and Commercial is the "key" to improving the detour level of service in the P.M. peak hour.

The successful operation of the intersection of Edgewater and Wallace Road is the "key" to improving the detour level of service in the A.M. peak hour.

Of the two, improving the Edgewater-Wallace Road intersection is easier to do. The major improvements to this intersection can be accomplished during the detour phase and will still be satisfactory after traffic is restored to the Center Street Bridge. These improvements were discussed in an August 16, 1979 report entitled Salem Bridges: Analysis of Edgewater Wallace Road Intersection.

Detour operational improvements to the Marion-Commercial intersection require that three westbound (WB) lanes be available through the intersection and on to the bridge approach.

In the various alternatives which will later be described, three WB lanes are provided in two different ways.

1. For a 52-foot wide bridge, the three WB lanes are carried through the signal and for about 400 feet up the bridge approach. The center (or inside) WB lane is then merged into the adjacent WB lane with about a 200 foot taper.
2. With a 56-foot wide bridge three WB lanes can be carried through to the Wallace Road ramp.

From a traffic operations standpoint, the second method (a 56-foot wide bridge) is undoubtedly the better. Because of the climbing grade of the bridge approach there could be problems with slow moving vehicles (trucks) having to merge with faster auto traffic. This is a valid concern and some engineers have reservations concerning the safety of the merge.

However, there are numerous similar merges throughout the state that are working well. Most of the traffic engineers with whom the matter was discussed thought the merge would be satisfactory, especially in view of it being a temporary situation. However, in fairness, it must be pointed out that most of the successfully working merges do not have as steep a grade as the WB Marion Bridge approach.

The Detour Alternatives

The detour alternatives studied are described by the text to follow. In addition, each alternative is shown by a schematic drawing. The nature of each alternate can be best understood by the simultaneous use of the text and the appropriate drawing. The level of service that each alternative can provide is shown for each intersection on each drawing.

Detour Alternate 1

Two-way traffic on a 52-foot wide Marion Street Bridge with two lanes westbound. Two lanes eastbound are controlled by a signal at Commercial Street.

Detour Alternate 2

Two-way traffic on 52-foot wide Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial Street then tapering to two lanes.

Two eastbound lanes as far as the Front Street Ramp then one lane to Commercial Street with a free flow right turn at Commercial Street.

A barrier between Marion and Center on Commercial will prevent a mix of the traffic from the bridge and the southbound traffic from Commercial and Marion. A signal at Center and Commercial will provide separate phases for the traffic on each side of the barrier.

Detour Alternate 3

Two-way traffic on a 52-foot wide Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial tapering to two lanes westbound.

Two eastbound lanes (temporary widening required) with two lanes east of the Front Street Ramp. The WB to SB turning traffic from Marion would be stopped while the traffic from the bridge was allowed to move.

Detour Alternate 4A

Two-way traffic on a 52-foot wide Marion Street Bridge with three westbound lanes for about the first 400 feet from Commercial Street tapering to two lanes westbound. Two eastbound lanes as far as the Front Street Ramp with both lanes directed off the bridge on the ramp alignment. Part of the permanent ramps structure will be used. This will connect to a temporary structure which comes to grade at Commercial Street.

Detour Alternate 4B

The same as 4A, except it is assumed that the full Front Street project would not be completed prior to making the detour operational.

Detour Alternate 5

Two-way traffic on a 52-foot Marion Street Bridge with three lanes westbound for about the first 400 feet from Commercial and then tapering to two lanes westbound. The ramp to Front Street can be used as an off-ramp. A single eastbound lane proceeds to High Street where a forced right turn is required.

Detour Alternate 6

Same as Alternate 2, but with a 56-foot wide Marion Street Bridge. This would permit three westbound lanes to the Wallace Road exit.

Detour Alternate 7

Same as Alternate 3, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 8A

Same as Alternate 4, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 8B

Same as Alternate 8A, except it is assumed that the full Front Street project would not be completed prior to making the detour operational.

Detour Alternate 9

Same as Alternate 5, but with a 56-foot wide Marion Bridge. This would permit three westbound lanes to the Wallace Road exit. Also, two eastbound lanes are possible from the bridge to the Commercial Street Intersection. One lane could go straight through and the other turn right, possibly a free flow right turn.

Comments on Alternatives

Alternates 5 and 9 concern two way traffic on Marion Street, at least as far east as High Street. The drawings of both of these alternatives show that an unsatisfactory Level of Service ("F") would result at Marion intersections at Commercial, Liberty and High Streets. Because of this, these alternatives were abandoned. No further analysis will be performed on Alternatives 5 and 9.

Alternate 1 is essentially the same as the interchange configuration assumed by the Traffic Section in their March 29, 1979 report. The Urban Studies Unit's findings are nearly identical to that of the Traffic Section's. The findings are that unsatisfactory levels of service will result in the P.M. Peak Hour with only two lanes of WB traffic through the Marion-Commercial intersection.

After the first draft of this report was written, it was decided to add two more alternatives. These alternatives (4B and 8B) address the issue of what might happen if the Front Street project is not finished before the bridge detour becomes operational.

In order for Front Street to be attractive to motorists, it is necessary that a satisfactory transition and connections to the North Liberty-Commercial be completed. If the detour is operational before the completion of Front Street, the traffic oriented to the north would have to move by existing routes. Alternatives 4B and 8B show the levels of service to be expected under these conditions, assuming a 52-foot and 56-foot bridge, respectively.

Table 1 summarizes the levels of service to be expected at "key" intersections for each detour alternative (except 5 and 9 as explained earlier).

Alternate 2 is probably the least expensive way to provide a satisfactory detour LOS. This alternative; however has certain disadvantages.

1. It would be difficult and perhaps impossible to adequately access the Chrysler-Plymouth property on the west side of Commercial between Marion and Center.
2. A signal at Commercial and Center would be needed, so that traffic from the bridge and traffic from Commmercial and Marion would move on separate phases.

   Although the intersection configuration is unorthodox, there are similar situations working satisfactory in other areas in Oregon.

Alternate 3 includes temporary widening of the Marion Bridge approach. Although satisfactory levels of service are shown, there are disadvantages. Lane changes and weaving on Commercial between Marion and Center could be difficult. However, with proper signing, motorists may learn to get in the best lane for a particular destination.

Alternate 4A (and Alternate 8A) are by far the best from a traffic operations standpoint. A portion of the permanent Front to Marion Bridge On-Ramp is used, except traffic moves in the opposite direction for detour operation. These alternatives allow traffic patterns in the CBD to remain much as they are today.

Figures 1 and 2 shows more details for Alternates 4A, 4B, 8A and 8B as to how part of the permanent ramp would be connected to temporary detour construction and descend to grade at Commercial Street. It is believed that these proposals can be constructed within existing right-of-way.

Alternates 6, 7, 8A and 8B are identical to Alternates 2, 3, 4A and 4B, respectively, except that the Marion Bridge is 56-feet wide (instead of 52) and three WB lanes to the Wallace Road ramp are possible. Similar comments apply to each pair of alternatives.

Summary

It is evident that improvements in detour operation are possible, as compared to earlier analysis. Detour Alternates 4A or 8A are substantially the best from a traffic operations standpoint.

The Preliminary Design Section is preparing cost estimates. Only the most feasible alternatives (from a traffic operations standpoint) are being estimated. These include Alternatives 3, 4A, 4B, 7, 8A, and 8B.

It is possible that the cost estimates will be available before this report can be published. If so, the cost estimates will be shown on Table 2.

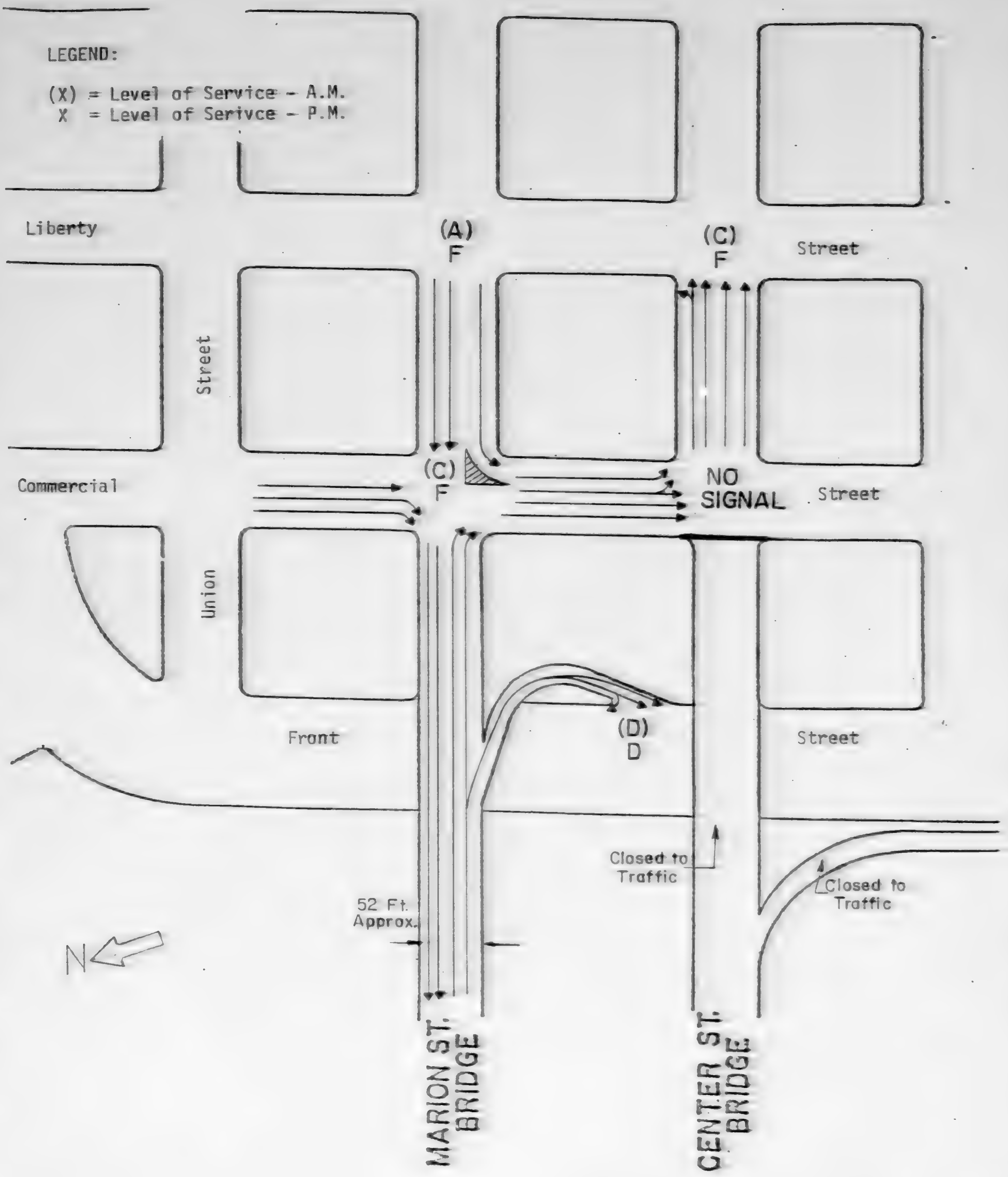
TABLE 1

LEVEL OF SERVICE SUMMARY

		Intersection				
Alternate		Front Street	Marion & Commercial	Center & Commercial	Marion & Liberty	Center & Liberty
1	A.M. Peak Hour	D	C	No Signal	A	C
	P.M. Peak Hour	D	F		F	F
2	A.M. Peak Hour	D	A	C	A	C
	P.M. Peak Hour	D	D	B	C	D
3	A.M. Peak Hour	D	C	No Signal	A	C
	P.M. Peak Hour	D	D		C	D
4A	A.M. Peak Hour	D	A	D	A	C
	P.M. Peak Hour	D	D	B	C	D
4B	A.M. Peak Hour	D	A	E	A	D
	P.M. Peak Hour	D	D	D	C	E
6	A.M. Peak Hour	D	A	C	A	C
	P.M. Peak Hour	D	D	B	C	D
7	A.M. Peak Hour	D	C	No Signal	A	C
	P.M. Peak Hour	D	D		C	D
8A	A.M. Peak Hour	D	A	D	A	C
	P.M. Peak Hour	D	D	B	C	D
8B	A.M. Peak Hour	D	A	E	A	D
	P.M. Peak Hour	D	D	D	C	E

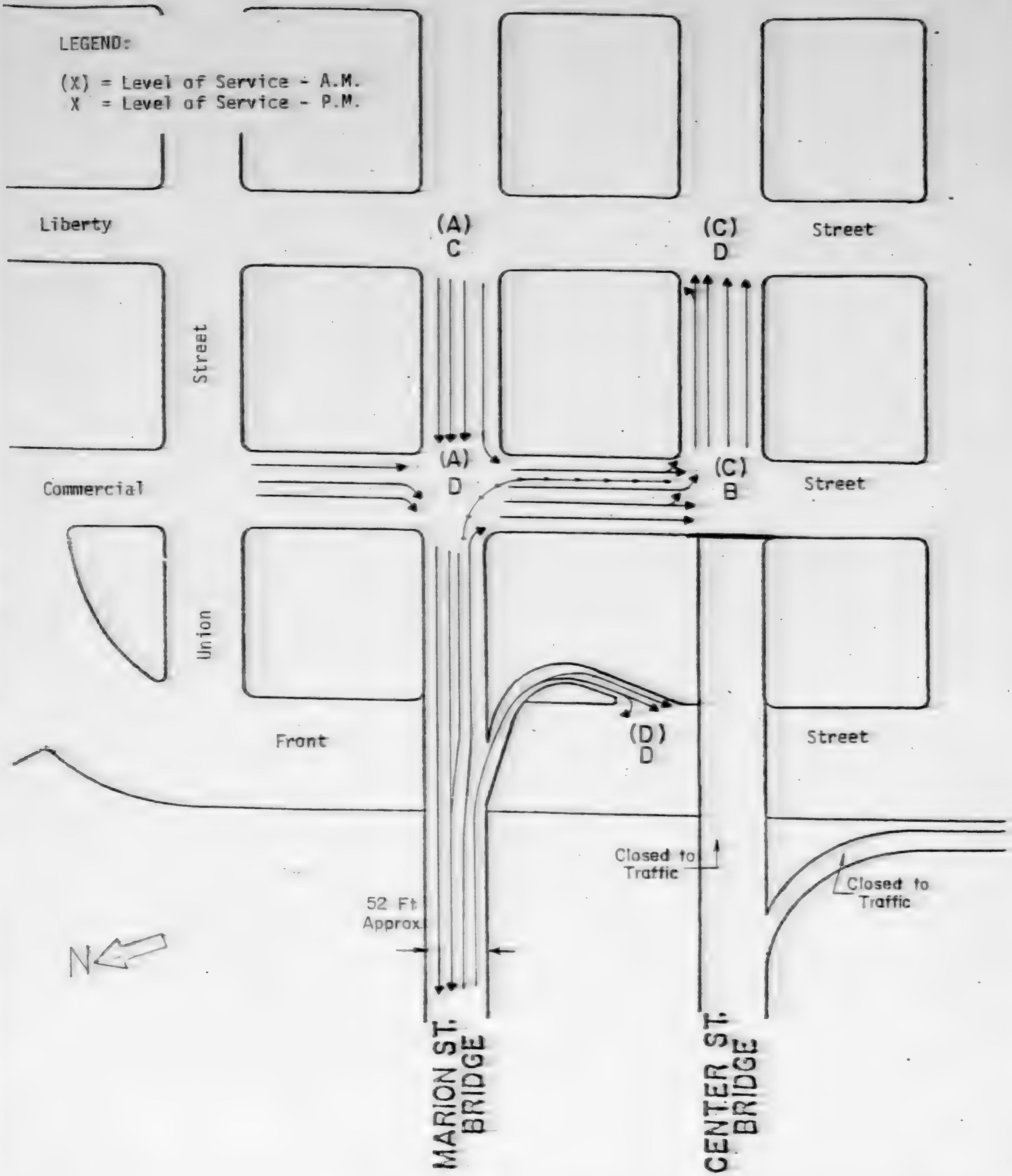
SALEM BRIDGES

DETOUR ALTERNATE I


LEGEND:
(X) = Level of Service - A.M.
X = Level of Serivce - P.M.
Liberty
Street
Commercial
Street
Union
Street
Front
Street
(A)
F
(C)
F
(C)
F
NO SIGNAL
(D)
D
Closed to Traffic
Closed to Traffic
52 Ft. Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

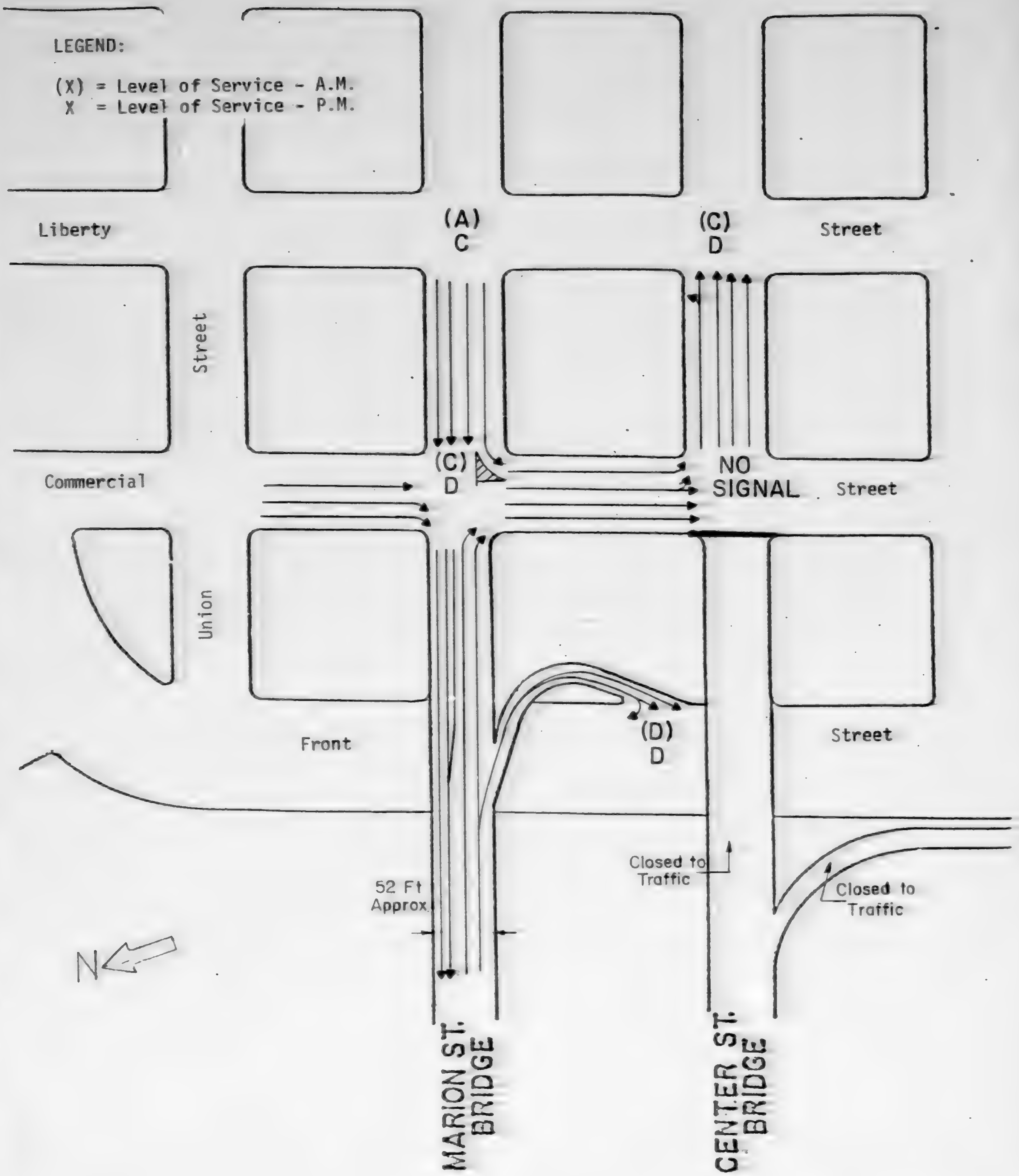
SALEM BRIDGES

DETOUR ALTERNATE 2


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty Street
(A) C
(C) D
Commercial Street
(A) D
(C) B
Union Street
Front Street
(D) D
Closed to Traffic
Closed to Traffic
52 Ft Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

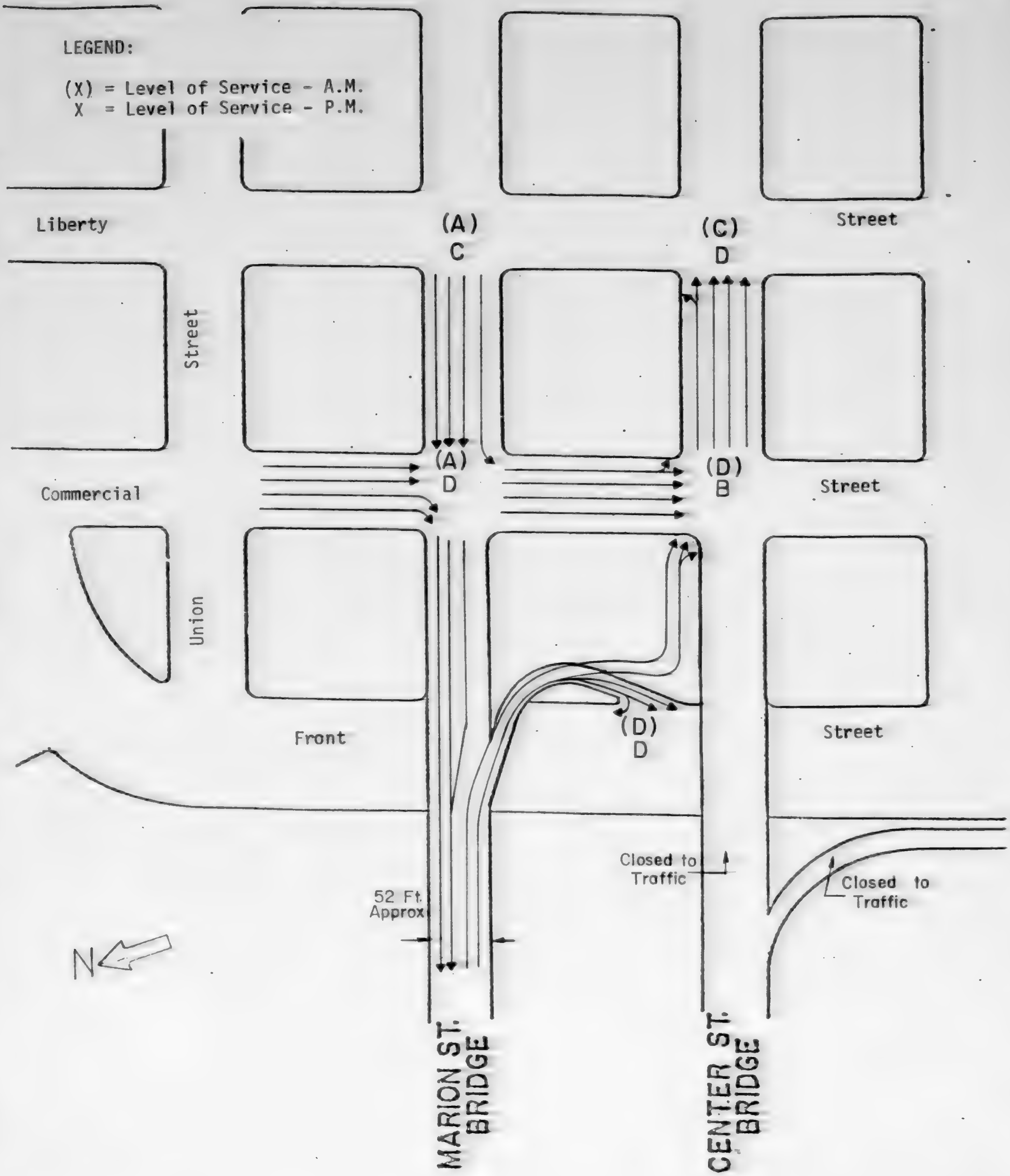
SALEM BRIDGES

DETOUR ALTERNATE 3


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
(A)
C
(C)
D
Street
Commercial
(C)
D
NO SIGNAL
Street
Union
Street
Front
(D)
D
Street
Closed to Traffic
Closed to Traffic
52 Ft Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 4A



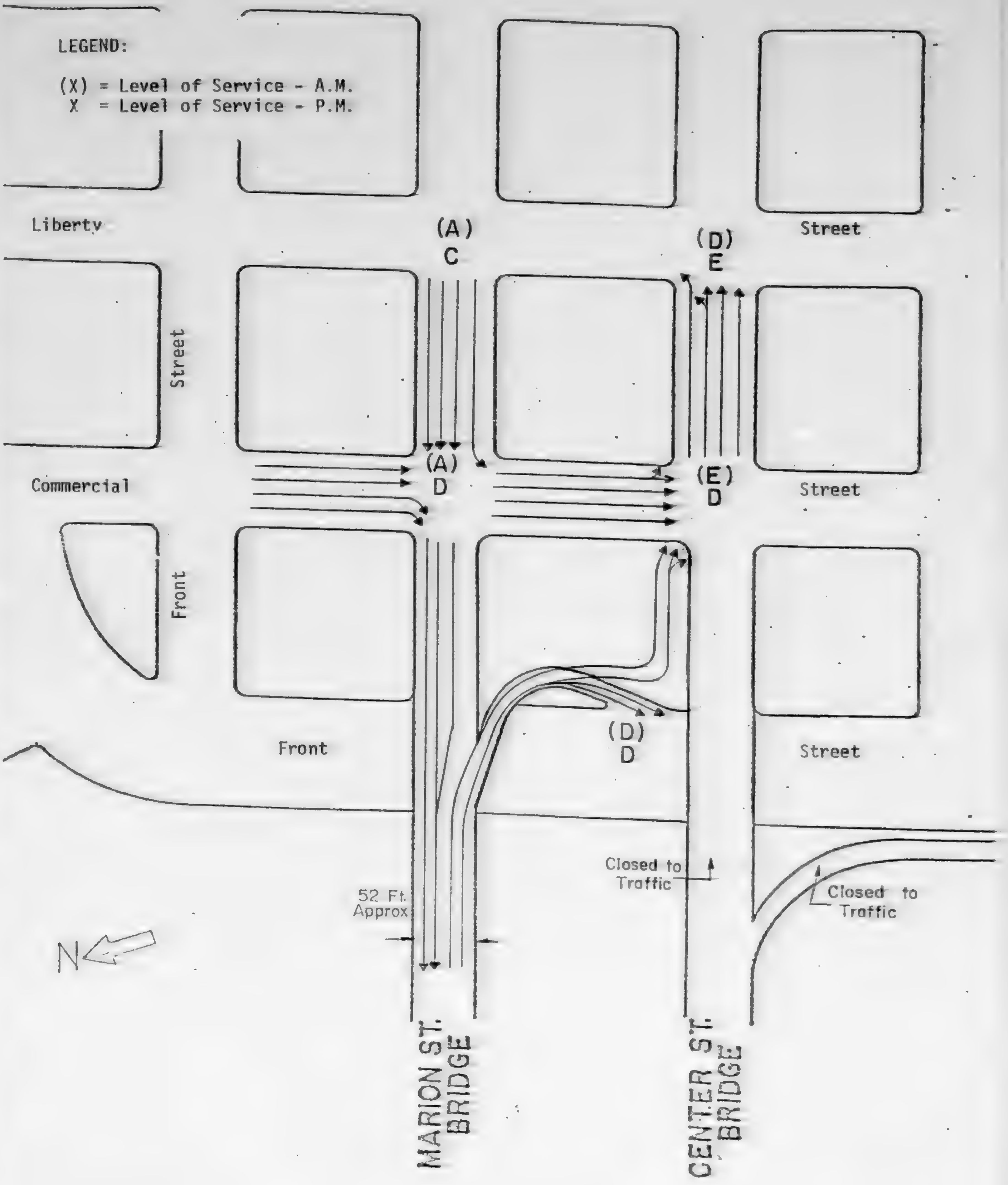
LEGEND:

(X) = Level of Service - A.M.
X = Level of Service - P.M.

Liberty
Street
(A)
C
(C)
D
Street
Commercial
(A)
D
(D)
B
Street
Union
Street
Front
(D)
D
Street
Closed to Traffic
Closed to Traffic
52 Ft. Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

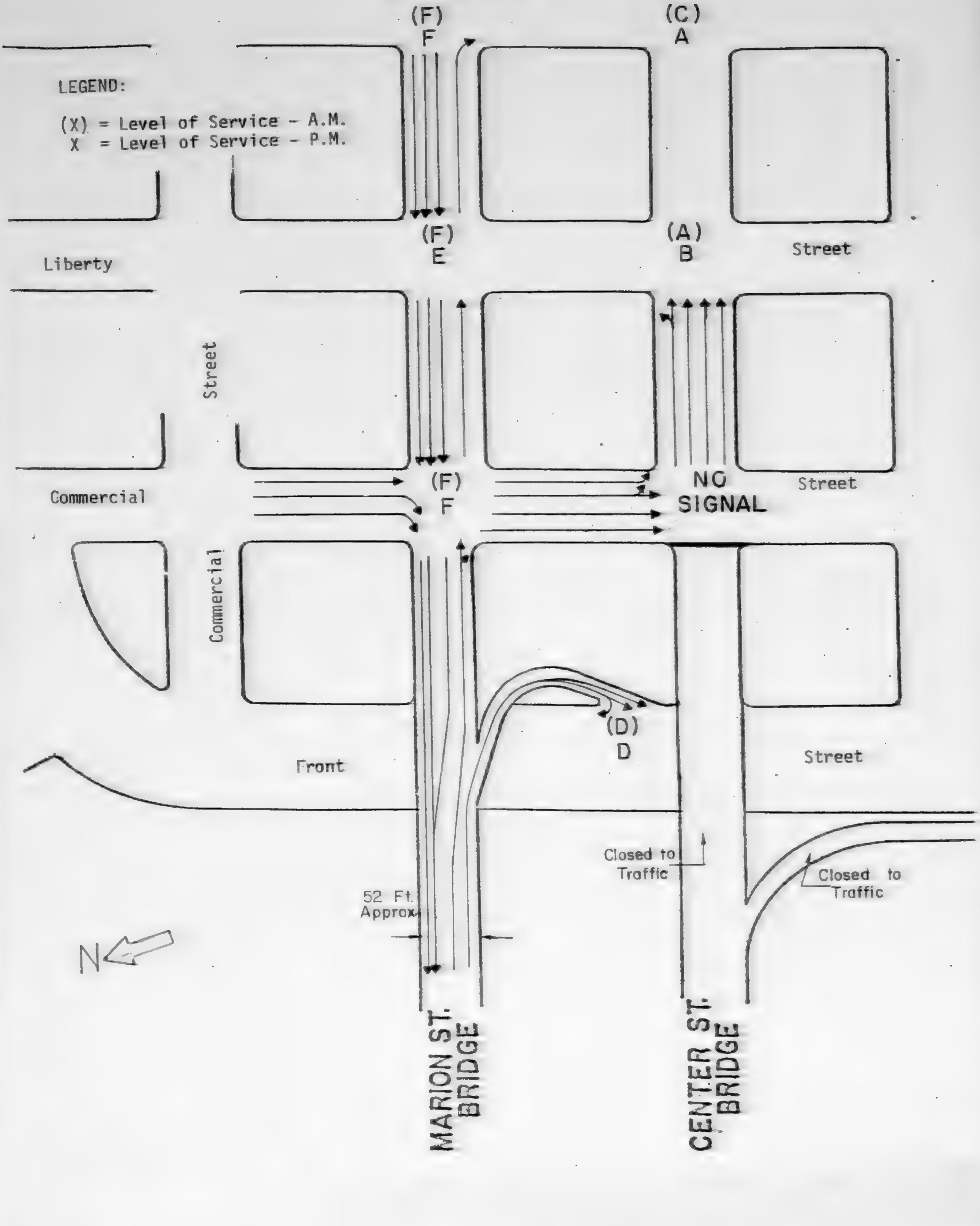
SALEM BRIDGES

DETOUR ALTERNATE 4B


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
Street
Commercial
Street
Front
Front
Street
(A)
C
(D)
E
(A)
D
(E)
D
(D)
D
Closed to Traffic
Closed to Traffic
52 Ft. Approx
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

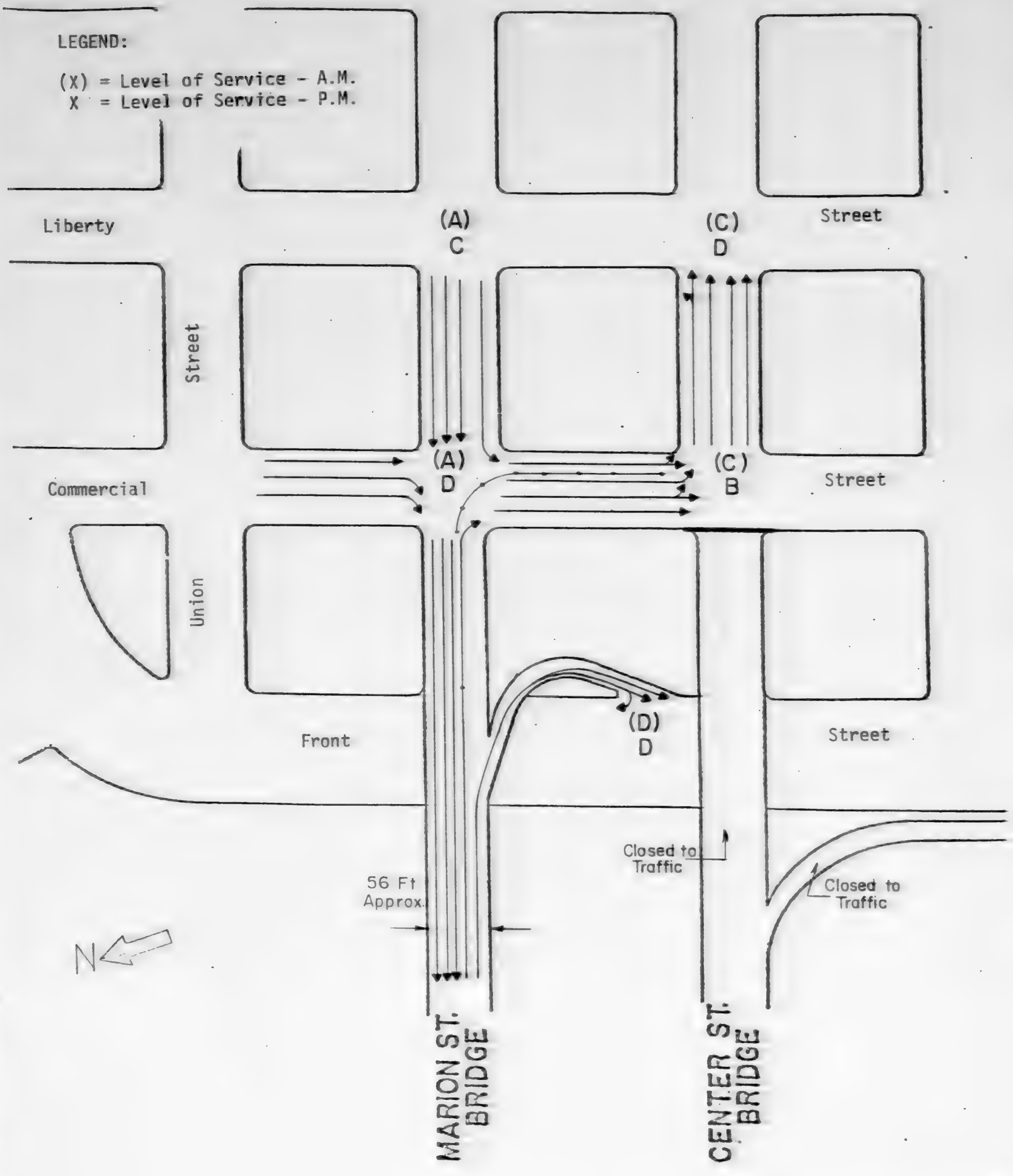
SALEM BRIDGES

DETOUR ALTERNATE 5


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
(F)
F
(C)
A
(F)
E
(A)
B
Liberty
Street
Street
Commercial
Street
(F)
F
NO SIGNAL
Commercial
(D)
D
Front
Street
Closed to Traffic
Closed to Traffic
52 Ft. Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

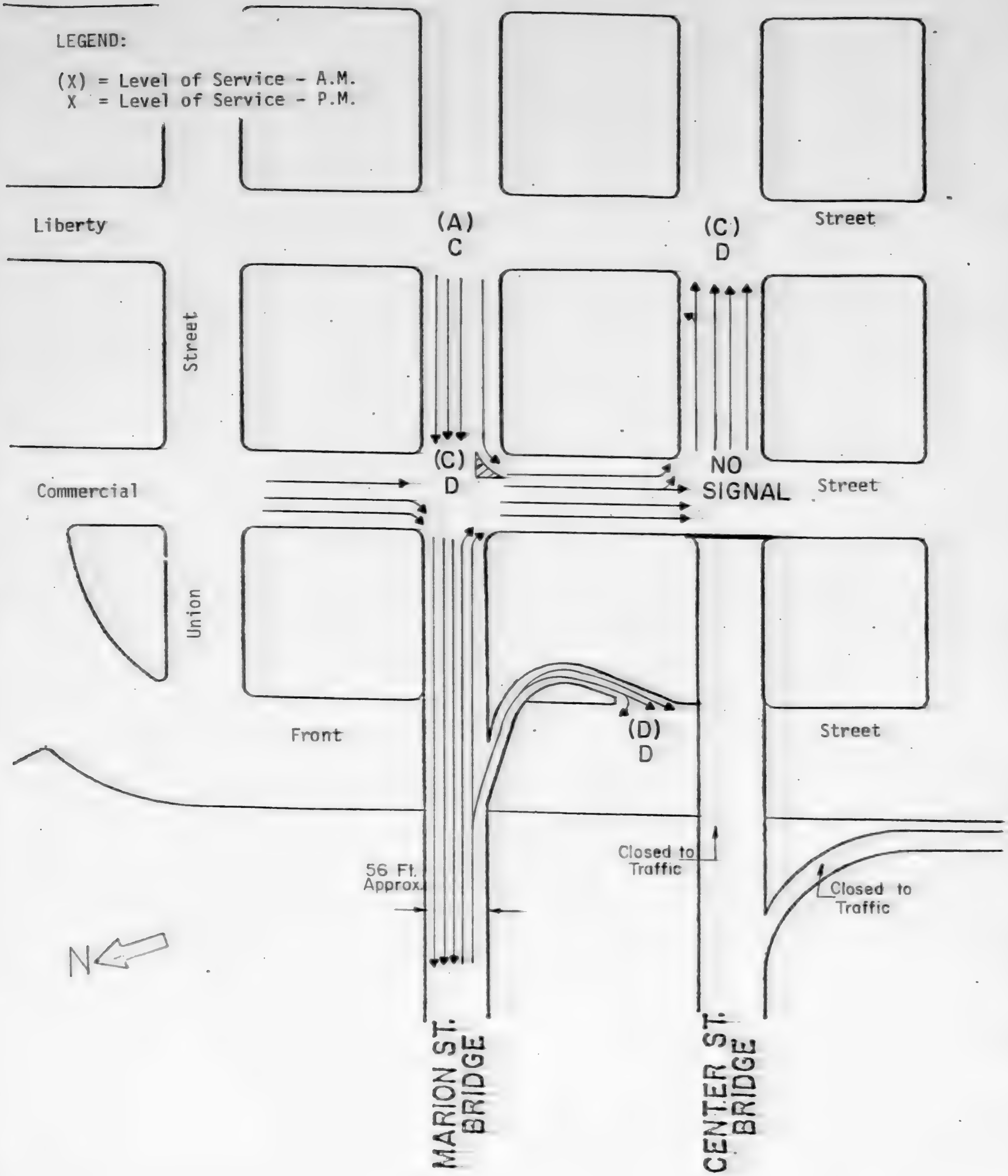
SALEM BRIDGES

DETOUR ALTERNATE 6


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
Street
Union
Commercial
Street
Front
Street
(A)
C
(C)
D
(A)
D
(C)
B
(D)
D
Closed to Traffic
Closed to Traffic
56 Ft Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 7



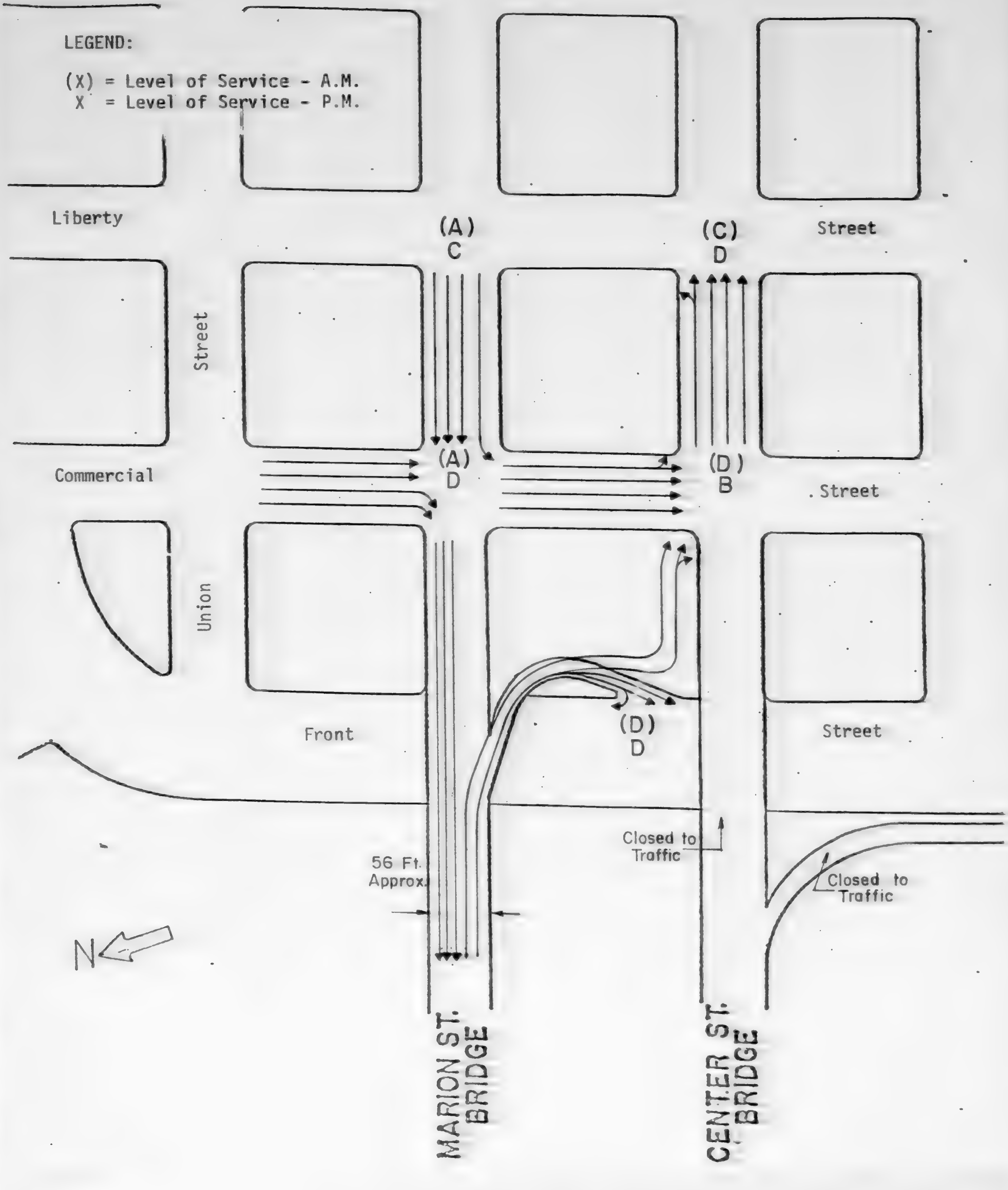
LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
(A)
C
(C)
D
Street
Commercial
Street
(C)
D
NO SIGNAL
Street
Union
Street
Front
(D)
D
Street
Closed to Traffic
56 Ft. Approx.
Closed to Traffic
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 8A

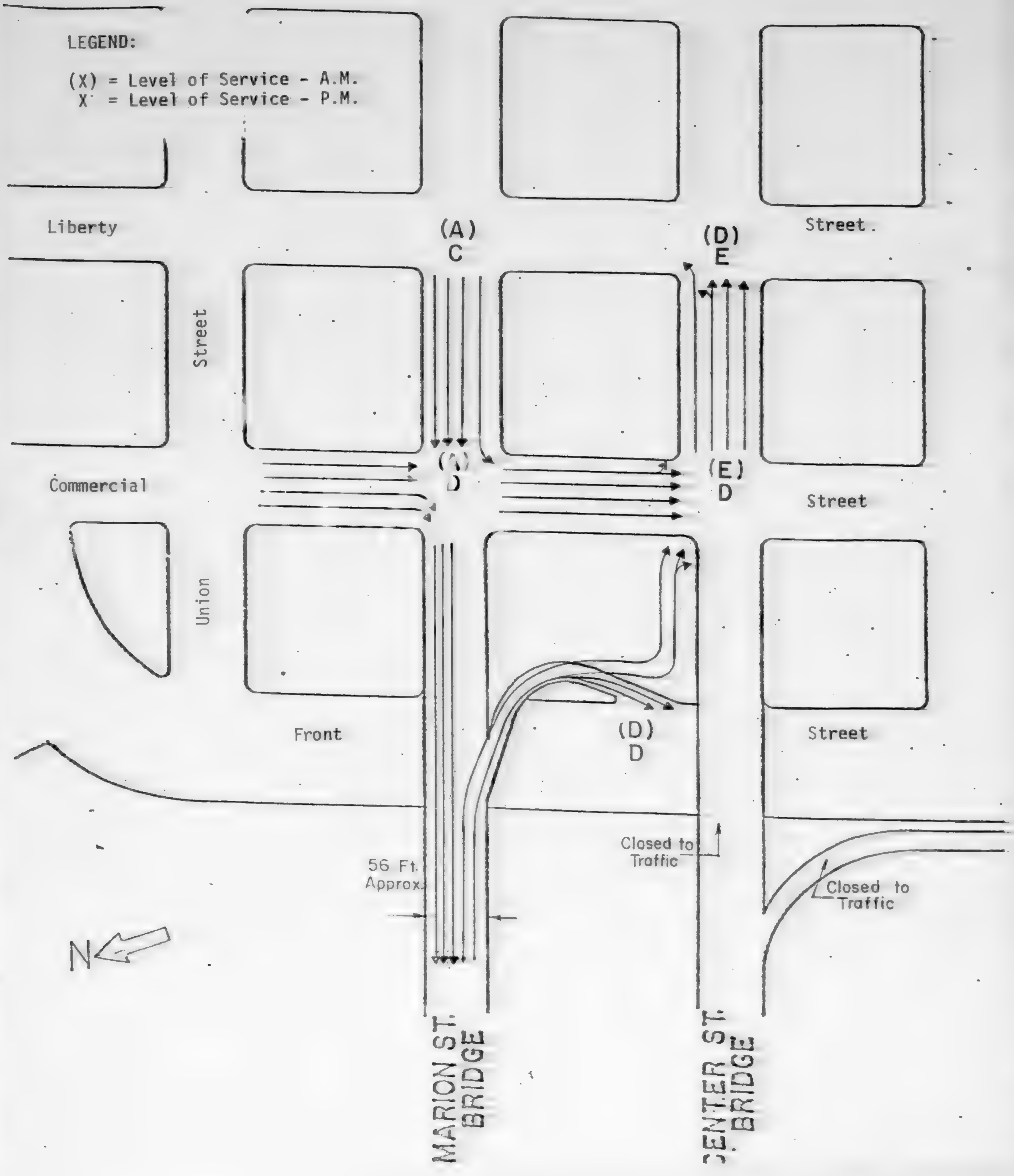
LEGEND:

(X) = Level of Service - A.M.
X = Level of Service - P.M.


Liberty
Street
Street
(A)
C
(C)
D
Commercial
(A)
D
(D)
B
Street
Union
Front
(D)
D
Street
Closed to Traffic
Closed to Traffic
56 Ft. Approx.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 8B


LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
Liberty
Street
(A)
C
(D)
E
Street
Street
Commercial
(A)
D
(E)
D
Street
Union
Front
(D)
D
Street
Closed to Traffic
56 Ft. Approx.
Closed to Traffic
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES

DETOUR ALTERNATE 9

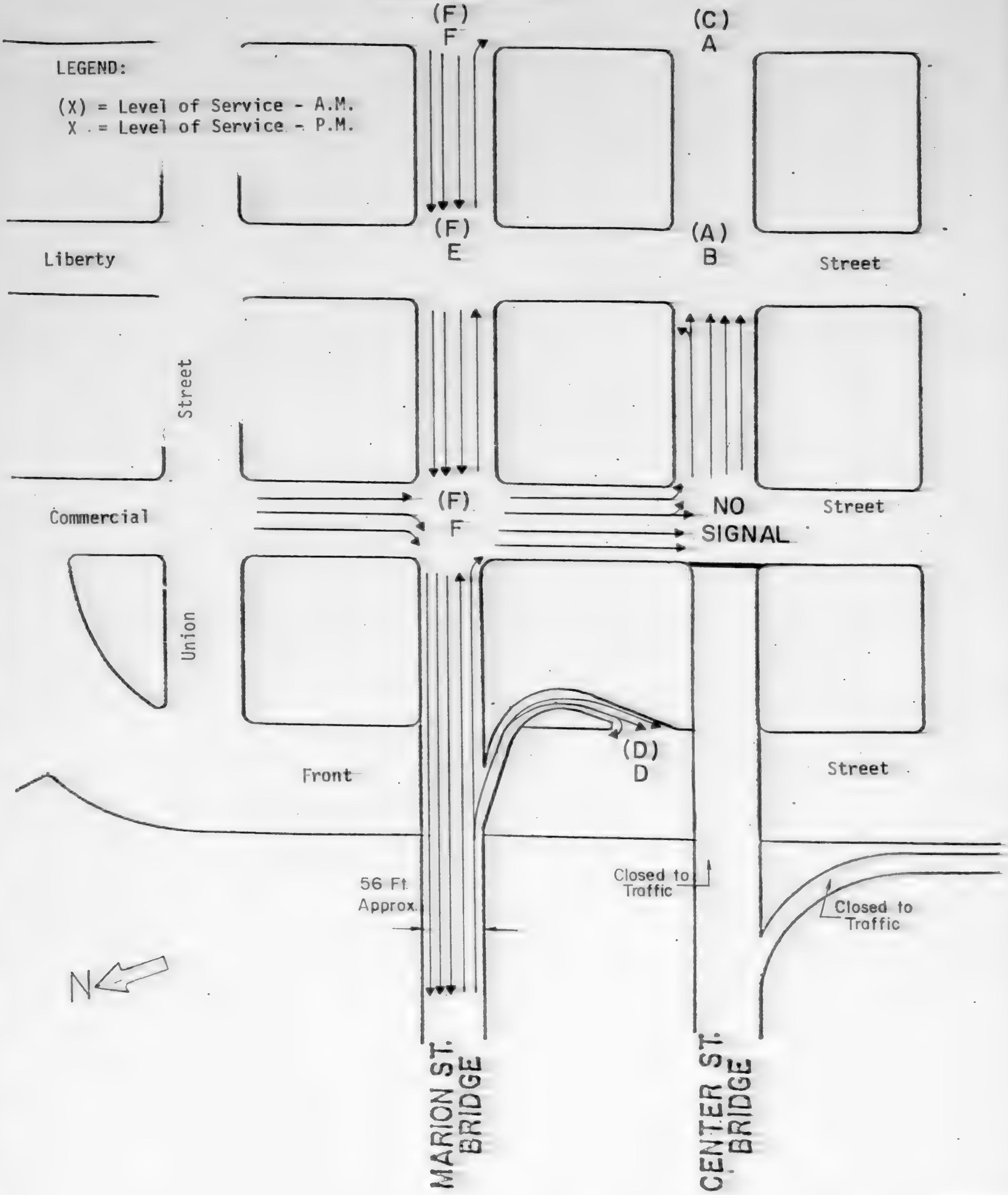

LEGEND:
(X) = Level of Service - A.M.
X = Level of Service - P.M.
(F) F
(C) A
(F) E
(A) B
Liberty
Street
Street
Street
(F) F
NO SIGNAL
Commercial
Street
Union
Front
(D) D
Street
56 Ft. Approx.
Closed to Traffic
Closed to Traffic
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

FIGURE 1
SALEM BRIDGES
DETOUR ALTERNATES 4A & 8A

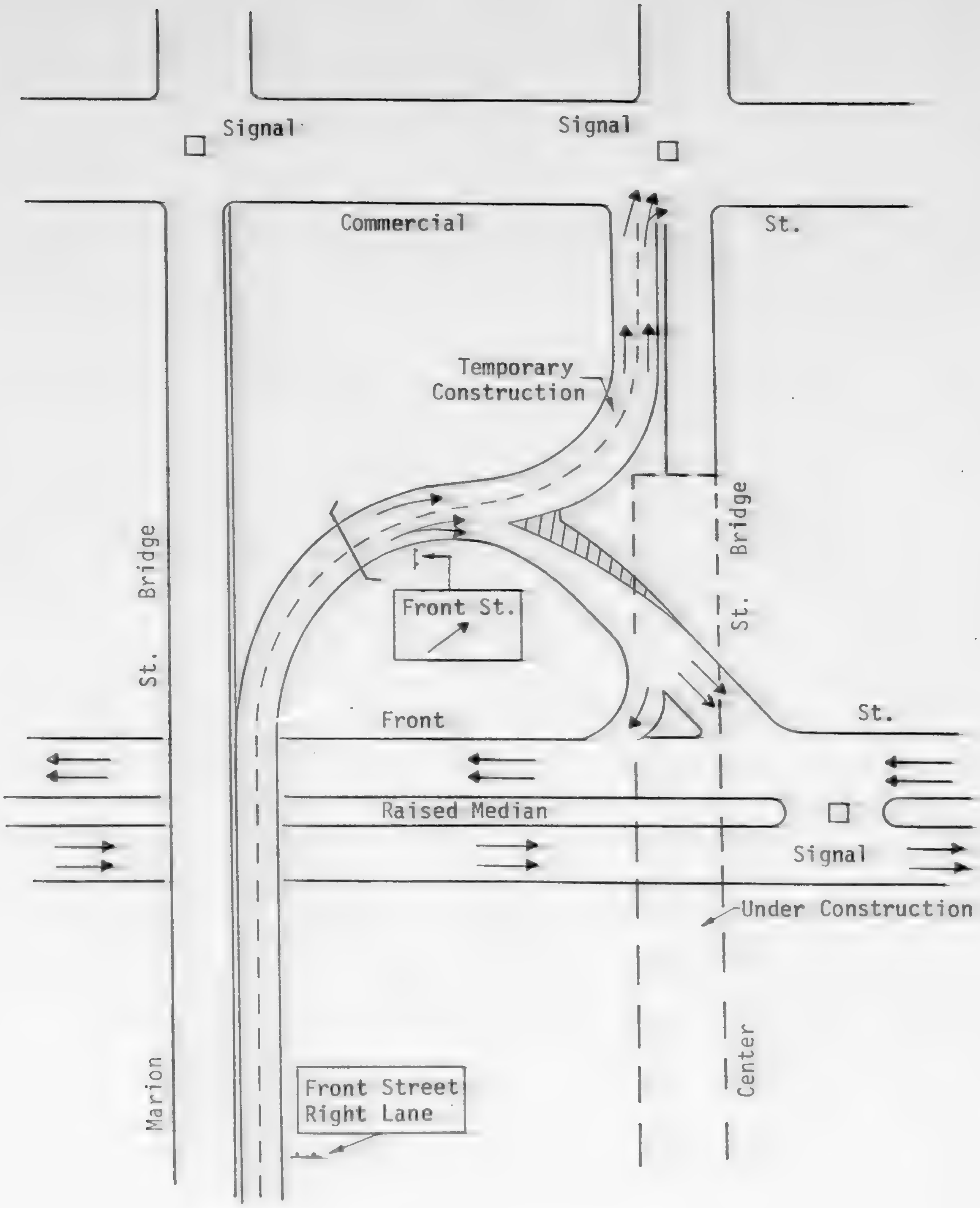
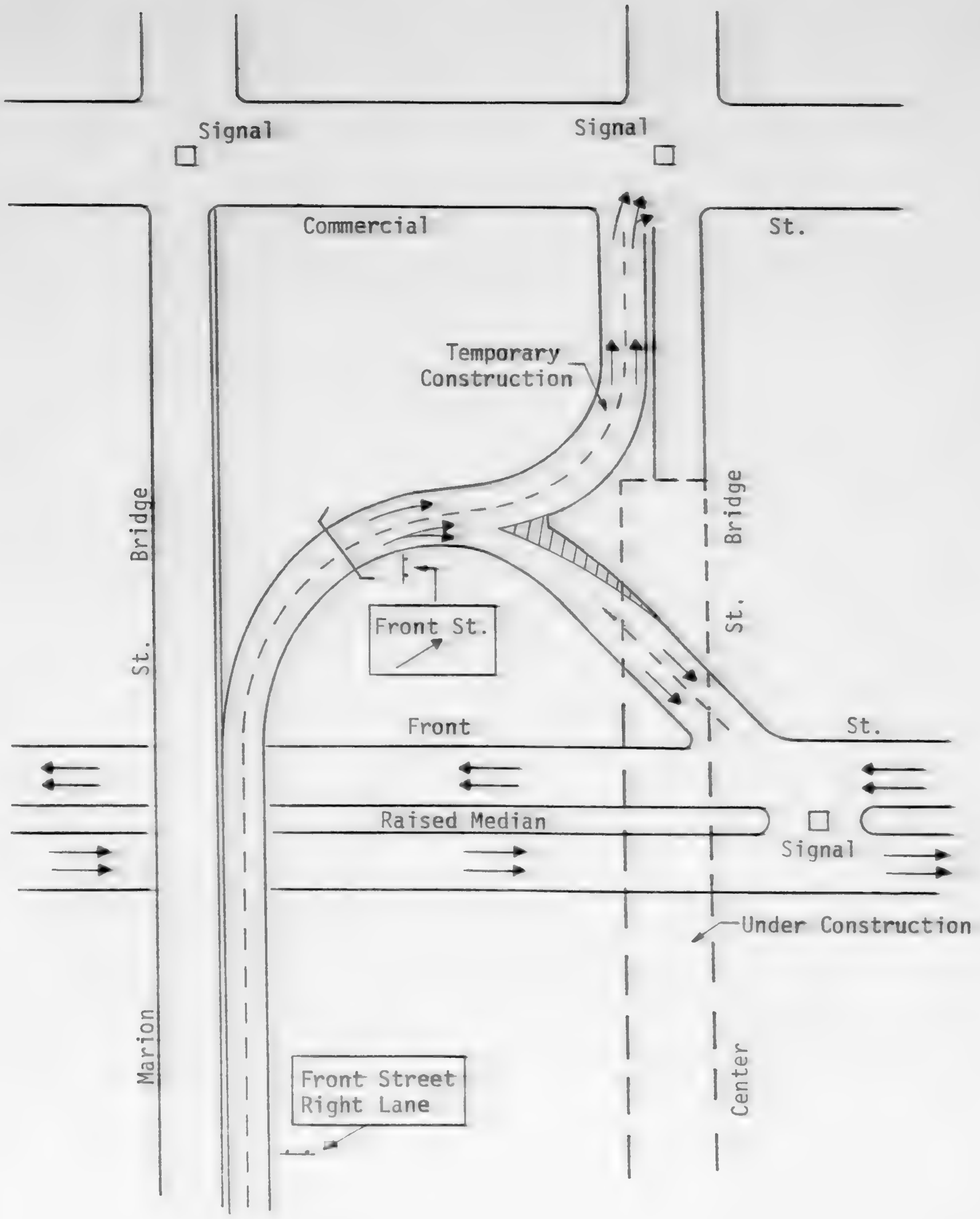

Signal
Signal
Commercial
St.
Temporary Construction
Front St.
Bridge
St.
Marion St. Bridge
Front
St.
Raised Median
Signal
Under Construction
Center St. Bridge
Front Street Right Lane

FIGURE 2

SALEM BRIDGES

DETOUR ALTERNATE 4B & 8B


Signal
Signal
Commercial
St.
Temporary
Construction
Bridge
St.
Marion
Bridge
St.
Center
Front St.
Front
St.
Raised Median
Signal
Under Construction
Front Street
Right Lane

E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
C.O. Fredrickson
Howard Johnson, Dist. 3
Eddie Welsh
Phil Stearns
Glen Green

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

R/H-ORE
X-Ref. 41-00732
41-00871
NW 100

RECEIVED
TECHNICAL SERVICES
OCT 22 '79
REFER TO
FOR

OCT 18 1979
E.S. HUNTER

Mr. Gary A. Potter, Manager
Environmental Division
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

In response to your October 2, 1979 letter, we have reviewed the preliminary draft Environmental Impact Statement for Willamette River (Center and Marion Street) bridges, Willamina-Salem Highway (ORE-22), City of Salem, Oregon. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Secretary of Transportation.

Comments

As this Service has primary Department of the Interior responsibility for matters dealing with recreation and the preservation of cultural (e.g., historic or archeological) resources, we have limited our comments to these areas of expertise.

Recreation

After assessing the information presented in the preliminary draft report, we believe the document adequately deals with the recreation features of the project. We agree the project will not impact Marion Square Park, or Edgewater Parkway for purposes of Section 4(f) of the D.O.T. Act as amended. We also agree that project impacts on Wallace Marine Park will constitute a "use" of that facility as defined by Section 4(f) and that a Section 4(f) Determination per D.O.T. Order 5610.1C will be necessary. From information presented, it would appear that there are no feasible and prudent alternatives to the use of land from Wallace Marine Park and that the proposed mitigation will be adequate, thus satisfying both provisos of Section 4(f). The document also correctly addresses the need to provide replacement land for park land taken by the highway project as required by Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 460). The proposed land replacement program would appear to satisfy Section 6(f) but because no specific lands have been identified and no formal request for land conversion and replacement have been submitted, we will withhold judgement on the adequacy of the Section 6(f) matter. Formal request to use the land covered by Section 6(f) should be directed through the Oregon State Liaison Officer, Mr. David Talbot, State Parks Superintendent, 525 Trade Street S.W., Salem, OR 97310.

Inasmuch as the Department of the Interior has a coordination responsibility on 4(f) matters and must authorize a 6(f) conversion, we expect to have the opportunity to review the Section 4(f)/6(f) statement in draft before preparation of the final environmental statement in order to satisfy consultation requirements.

Cultural

In general, we agree the proposed project will not have an adverse effect (CFR 800.3) on cultural property within the project area. The procedures being followed for the identification of cultural resources and the assessment of impacts appears adequate. The final environmental statement, however, should document the consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation (Section 106 of National Historic Preservation Act) on the cultural matters discussed. The recommendations of either of these entities should also be included in the final statement.

In addition, Cottages, 440, 448, 462, and 468 Water Street and the commercial building at 345 Commercial Street N.E. should be examined to determine if the project will produce an adverse effect. If an adverse effect is identified, then a determination of the structure's local historical significance . . . "as determined by the Federal, State or local officials having jurisdiction thereof," . . . (Section 4(f), DOT act as amended) should be made. If the structure is found to be locally significant by the appropriate local official, then Section 4(f) will apply to these structures as well.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have provided assistance. We have no objection to including this letter with the Draft Environmental Statement as evidence of your early coordination on these matters.

Frederick

for Maurice H. Lundy
Regional Director

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

[illegible]
E S HUNTER

October 16, 1979

RECEIVED
TECHNICAL SERVICES
OCT 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Oregon State Highway Division
Transportation Building/Room 412
Salem, Oregon 97310

Dear Gary:

The October 1, 1979, preliminary draft Environmental Impact Statement for the Willamette River Bridges was forwarded by Eddie Welsh for our review and comment directly to you (with 3 days for review and mailing a reply). Inasmuch as our direct interest is zilch and our general interest only one of concern as to the adequacy of the Salem Area's surface transportation network, our review is very limited.

With respect to the overall adequacy of the area transportation network, the matter of a third bridge again needs to be raised. There has to be a better answer than concentrating all of the cross-river traffic thru Salem's central business section. Since a 3rd bridge can be a separate project from the Center and Marion Streets bridges there is no reason to hold up consideration of the proposed present project.

With respect to the referenced EIS draft the following comments are noted:

1. It is noted that year 2000 traffic projects are based on the FTS-4 computer model altho area traffic forecasting has progressed at least to the FTS-8 model.

2. John Green, of this office, has some interesting comments regarding his "5 minute study on the possible advantages" of a low level bridge.

   Excerpted from John's remarks are the following:

   Another sketch of a single low level bridge is attached. It could be built as a bascule bridge, if required, for navigation. It was developed in a five-minute study and it can surely be improved, but it has the following apparent advantages over staying married to the two existing bridges.

   a. Construction Cost. Despite the nice sound of "use the existing structure and save money." I have personal experience with several projects where this approach was

2. (a) continued.

taken. On every one of these projects, including those with relatively minor structural modifications, final costs were more than initially estimated for an alternate new project and/or for similar new projects constructed separately, and the final project was functionally inferior to alternative new projects. The proposed description of phased construction indicates this project would follow the same pattern. With the proposed new ramps, cost of new approaches for a single bridge may be comparable to the ramp cost of remodelling.

b. Construction Time and public inconvenience. (also cost related). Construction time would be appreciably less, probably half, and public inconvenience would be a small fraction of that caused by the phased construction proposal.

c. Energy. Energy requirements associated with a "low-level" bridge are estimated as 20% to 50% of those associated with improved existing bridges, depending on design grades and height.

d. Flexibility. A single 6-lane or 8-lane bridge offers a reversible-lane flexibility for rush hours. The same flexibility could be provided with the existing bridges, but considerable modification of approach ramps would be necessary.

e. Impact. A single low-level bridge might use grade separations only with Front Street on the east and Wallace Road on the west. Off-ramps could be minimized and, together with physical lane separators, be designed to eliminate the "Wallace Road weave." Significantly lesser caisson work in the river would be necessary. Affected areas would be smaller, and impacts would generally be reduced. The Marion Street bridge could be retained as-is as a bicycle-pedestrian-emergency vehicle facility.

f. General. Construction of a bascule or similar low-level bridge would hold costs down, while meeting navigational requirements. Minimum interference with vehicular traffic would be effected by prohibition of opening the bridge to

2. (f) continued.

river traffic during rush hours. In fact, present river traffic suggests this may be another Lewiston-Clarkston bridge.

Summarizing, this office does recognize the urgent need for safe and reasonably adequate bridges across the Willamette River at Salem and will support efforts to meet that need as expeditiously as possible.

Very truly yours,

John A. Anderson
Director of Public Works

G.T. Grove
George T. Grove
Supervising Engineer

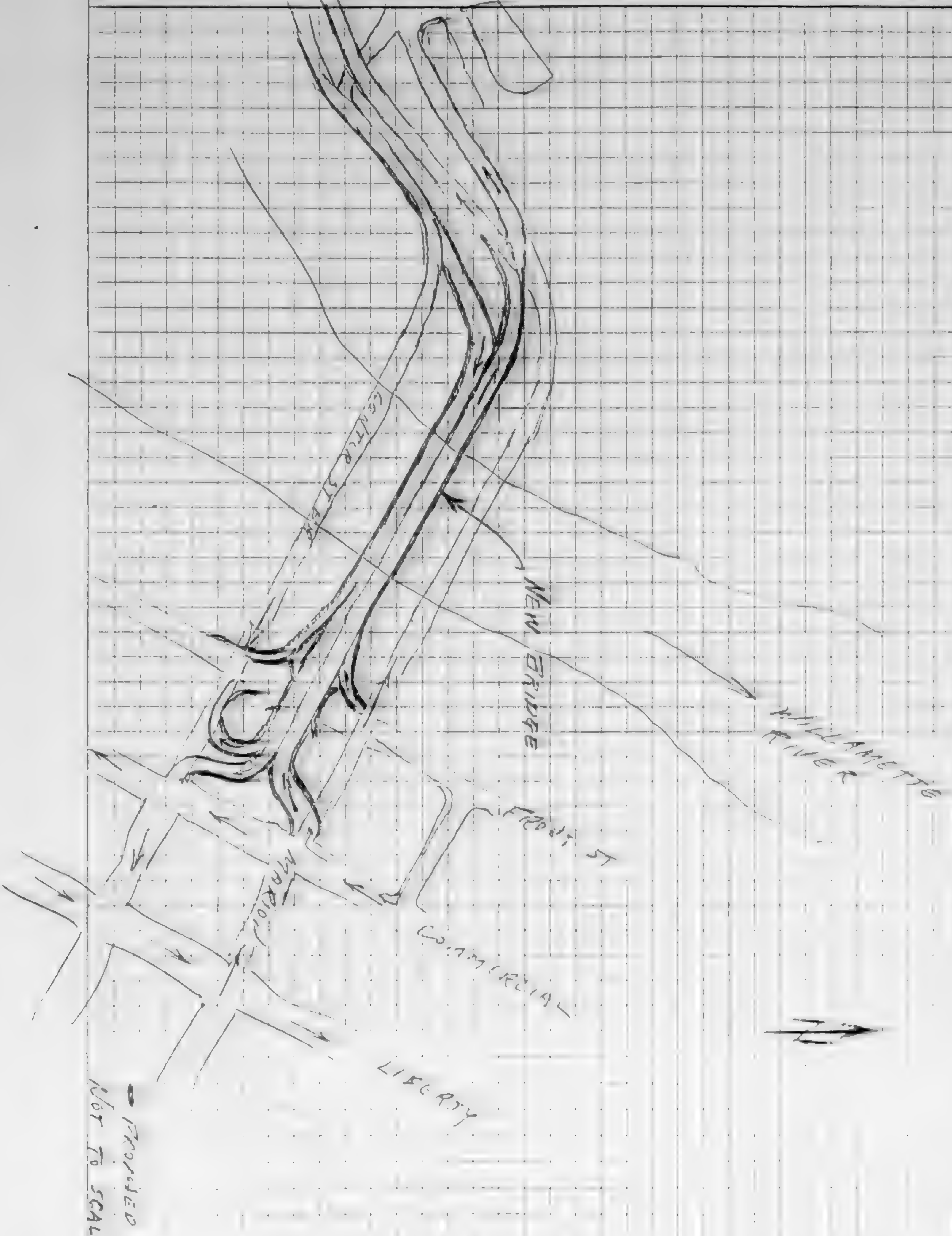
GTG:JJG:lk

cc: Board of Commissioners
Hal Brauner
Lou McNicoll
C. G. Swenson
C.O. Fredrickson

Attachment

DEPARTMENT OF PUBLIC WORKS
MARION COUNTY, SALEM, OREGON

DATE
PREPARED BY
CHECKED BY
RECORD NO.
SHEET OF


CENTER ST BR
NEW BRIDGE
WILLAMETTE RIVER
FRONT ST
MARION
COMMERCIAL
LIBERTY
— PROPOSED
NOT TO SCALE

RECEIVED STATE HWY ENGR
OCT 11 '79
REFER TO
FCR

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
October 11, 1979
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section Gary

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion and Polk Counties

TO: E. S. Hunter
Assistant State Highway Engineer

This memo is to confirm our discussion and subsequent decision of yesterday. There are two basic alternatives to proceeding with the Environmental Statement and the public hearing.

Alternative 1

This alternative contemplates delay of the public hearing in order to change the traffic, air, and noise and to revise the DEIS. The schedule for this activity is as follows:

October 19 – receive new traffic
October 25 – complete intersection analysis
November 16 – complete social, air and noise analysis
December 25 – finish revisions to EIS
January 18 – printing
February 20 – circulation
March 5 – hearing

This schedule is based on the assumption that no completely new alternatives would surface in the traffic analysis and the EIS would only need revisions in traffic, social, air and noise.

Alternative 2

This alternative is to print the EIS as it is now written and to update the Final EIS based upon the new traffic from the revised population and employment data. The rough draft of the EIS is now out for review, and the schedule proposed is as follows:

October 12 - review period end
October 26 - to printer
November 16 - finish printing and release
December 18 - hearing

ESHunter
10-11-79

Discussion

The alternatives both have advantages and disadvantages. The primary disadvantage of alternative 1 is the considerable length of time to revise, rewrite, and to distribute for review again. March would be the earliest we would hold a hearing and that is based on the assumption that no other significant changes would occur.

cc: Van Horn
Fredrickson
Potter
Coulter
Nietering
Versteeg
Tarpin
Centeno

The disadvantages (or potential elements that could delay the project) of alternative two are threefold:

(1) If changes to the project or elements of the project are significant enough, a 2nd public hearing and supplemental EIS might be necessary.

(2) The air quality impacts of the detour are potentially significant--further revisions upward may cause problems, however, Cranford states he has revised the detour alternative so that the level of service is improved.

(3) The revisions to the traffic and/or the project must not effect any of the conclusions regarding Marion Square Park, Gilbert House and Wallace Marine Park.

I believe this to be a fairly complete summary of our dicussions to date. In view of the foregoing facts and weighing all of the potential time loss we could incur, I recommend we proceed with alternative #2. I checked with FHWA informally and they agree.

Also attached is a rough draft of the forward we discussed. If you approve, I will take it to the COG for review.

GAP:lb

Attachment

NOTE TO REVIEWERS

In March, 1978, the Marion Street Bridge was approved for reconstruction by the City of Salem and Marion County, using Interstate Transfer funds. In August, 1978, the Center Street Bridge became eligible for replacement with special funds in the 1978 Surface Transportation Act. The projects were approved for study and studies required for this environmental statement began in March, 1979.

On September 24, 1979, the Salem City Council formally adopted the Salem Urban Area Comprehensive Plan. This plan prescribes the policies which will guide future land use decisions in the Salem urban area. On July 23, 1979, the Salem City Council adopted a new Urban Growth Management Plan. The plan provides the guidelines and direction for implementing the comprehensive plan. In response to that plan, the Mid-Willamette Valley Council of Governments has Recently prepared revised poulation and employment estimates that may affect some of the traffic estimates, level of service and other traffic related predictions contained in this environmental statement.

The outcome of these revisions to the Comprehensive Plan will effect certain traffic levels presented in this study. After the population and employment revisions to the comprehensive plan have been finalized, the traffic volumes and other technical elements of the EIS will be updated in the Final Environmental Statement.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 2, 1979

RECEIVED
TECHNICAL SERVICES
OCT 2 '79
REFER TO
FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

Richard F. Malm, Captain
Chief of Staff
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, WA 98174

Dear Captain Malm:

Our office is preparing to circulate a draft environmental impact statement on the proposed replacement and/or widening of the Willamette River (Center and Marion St.) Bridges in Salem, Oregon. Since the bridges cross a navigable waterway, we are requesting your early involvement.

Enclosed is a preliminary copy of our draft EIS. Please review the document and give us your comments so that any concerns you may have can be incorporated before the document is released for formal public and agency review.

As a brief synopsis, let us point out that the existing bridges provide 68± feet of navigational clearance under a permit from your agency. With both of the proposed build alternatives the Center Street Bridge would be replaced as well as widened to 3 or 4 lanes. The existing steel arch main span would be replaced by a concrete structure. Maintaining approximately the existing grade line and allowing for the depth of concrete beams, the new structure would be as much as 8 feet lower than the existing one. This would require a revised navigational clearance permit. Our preliminary investigation reveals no measurable effect on navigation.

Eb Engelmann, of my staff, is the project manager for the EIS. He should be contacted at (503) 378-8486 if you have any questions.

Very truly yours,

Gary A. Potter

Gary A. Potter
Manager
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

Form 734-3122

Attachment

STATE OF OREGON

INTEROFFICE MEMO

DEPT.

TELEPHONE

TO: Eddie Welsh
Region 2 Environmentalist

DATE: August 16, 1979

FROM: W. L. Bill Cranford
Urban Studies Engineer

SUBJECT: Salem: Edgewater-Wallace Road Report

At the August 14, 1979 Bridge Citizens' Advisory Committee meeting some of the members had difficulty understanding the titles of the maps. Accordingly, we revised the titles and some of the text, in the hope that the report would be more understandable to the Committee.

I appreciate the Committees' help in producing a more understandable report. Sometimes those of us that do technical work are so close to the situation that we fail to see what are stumbling blocks to others. I hope you will send each committee member a copy of the revised report: 20 copies are attached. Please destroy any remaining earlier copies.

Also, I would like to correct one thing I said during my presentation. I said that the traffic volume figures were "peak summer month traffic". This was not true. The traffic volumes are Average Weekday Traffic (AWD). AWD is usually slightly higher than Average Daily Traffic (ADT). The reason AWD is used is that the interviews for the trips from the Origin-Destination Survey were all for weekday trips. Thus, our forecasting equations produce average weekday trips.

WLC:dpy

Enclosures

cc Scott Coulter
D. H. Moehring
Ed Hunter
L. E. George
Adrian Olson

RECEIVED
STATE HWY ENGR
AUG 17 '79
REFER TO
FOR

Info	Inizes	R/D	D/R	Sign	Act	File

41-123-1387

Revised August 16, 1979

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

SALEM BRIDGES: ANALYSIS OF EDGEWATER-WALLACE ROAD INTERSECTION

Introduction

An Environmental Impact Statement is currently being prepared concerning the replacement of the Salem Center Street Bridge and the widening of the Marion Street Bridge. The alternatives that will be comprehensively covered are:

Alternate 1. No Build.

Alternate 2. Three lane Marion and four lane Center Street Bridges.

Alternate 3. Two, four lane bridges.

The Highway Division Region 2 and Design Section have produced drawings depicting the alternatives in various levels of detail. Large scale copies are on display by various merchants in the West Salem area. Also, such drawings are available for inspection through members of the Salem Bridges Citizens Advisory Committee and at Highway Division Region 2 offices on East State Street.

Two of the most critical intersections in the traffic operations of the Salem Willamette River bridges system are:

1. Edgewater and Wallace Road.
2. Commercial and Marion Streets.

The Commercial and Marion intersection will be covered in a separate report. This report will explain the current and future operational conditions for the Edgewater-Wallace Road intersection.

Some of the aforementioned drawings are at such a scale that operational details may not be readily understandable. This report will add details of the improvements and operational features of Alternates 2 and 3 at the intersection of Edgewater and Wallace. Based on these improvements and on population forecasts by the Mid-Willamette Valley Council of Governments (M-WVCOG), the analysis indicates that the intersection of Edgewater and Wallace will operate satisfactorily to the year 2000 by either Alternate 3 or Alternate 2 with a minor modification.

Other intersections will not operate equally well under Alternates 3 and 2 (modified). Alternate 3 has definite operational advantages at intersections other than Edgewater and Wallace Road.

The Problems

Salem bound a.m. peak hour traffic from Wallace Road and Edgewater sometimes experiences "back-ups", or failure to fully clear all waiting traffic during the green signal cycle. Back-ups may be at their worst in the fall of the year when school is open and the canneries operating.

A lesser problem is the one lane off-ramp from the Marion Street Bridge. This ramp has a free flow right turn to Wallace Road, but traffic can back-up and experience some conflict with traffic turning left from Edgewater.

Table 1 shows that the 1979 operating conditions at the intersection are Level of Service D in the a.m. peak hour, and Level of Service C in the afternoon peak hour. Level of Service conditions are explained in the Appendix to this report. Level of Service C is frequently used as an urban design goal. Level of Service D is considered satisfactory during peak hours in most urban areas. Level of Service E may be tolerable for short periods during the peak hour.

It is probable that some motorists would disagree that Level of Service D is being provided currently at Edgewater and Wallace Road during the morning peak hour. The situation is as follows:

A particular level of service describes the average conditions during the whole peak hour. In general, Salem doesn't have a full hour of relatively equal heavy traffic. The peak traffic demands occur for about a 15 to 30-minute period in the morning and again in the evening. At the intersection of Edgewater and Wallace Road there can well be 15 to 30 minute periods (or more) where traffic is at Level of Service E. However, the peak period is short; traffic clears relatively rapidly (it doesn't seem that way to a motorist fearful of being late to work) and the average conditions for the morning peak hour are relatively good.

The crux of the problem is that at the Edgewater-Wallace Road intersection there is only one lane on to the bridge (Center Street) and one lane off (Marion Street). The current problems will largely disappear when there are two lanes directly to the Center Street Bridge and two lanes from the Marion Street Bridge. The several other suggestions currently being suggested are of marginal value (traffic-wise) and don't fully take into account what the full benefit of the two additional lanes will be.

Analysis

Figure 1 shows the configuration of the preferred (from a traffic standpoint) alternative for the Edgewater-Wallace Road Intersection.

Coming off the Marion Bridge, two full lanes will have a free flow right turn to Wallace Road. These two lanes will not be stopped by a signal at the intersection. There is sufficient storage in the lane that can proceed to Edgewater so the two right turn lanes will be free flow at all times.

There will be two signalized lanes on to the Center Street Bridge from Wallace Road. Figure 2, Phase 1 shows the movements that will be permitted during signal Phase 1. During the morning peak hour about 73 percent of the signal "green" time will be needed for this phase. During the evening peak hour about 59 percent of the "green" time will be needed. Modern signals can cope with such variable needs.

The second signal phase is also shown by Figure 2. During this phase Edgewater traffic will move on to the Center Street Bridge as westbound ramp traffic (from Marion Bridge) proceeds on Edgewater.

Later in this report, it will be shown that there is no significant value in a separate westbound ramp to Edgewater. This is because the "green" time required for the easterly bound bridge traffic from Edgewater, is sufficient for the westerly bound ramp traffic to clear.

This phase will need about 23 percent of the "green" time in the morning and about 30 percent in the evening peak hour.

Figure 2 also shows the remaining third phase to be very short. This phase will allow left turns (to the north) from Edgewater. About four percent of the "green" time will be needed in the morning peak hour and about 11 percent in the evening.

Table 1 shows that if the Alternate 3 and Alternate 2 (modified) improvements were in place today, Level of Service A (the best) would result. Even with future growth, Level of Service D would be provided in the year 2000.

It should be understood that the foregoing analysis is based on a population forecast of distribution of 197,000 by the Mid-Willamette Valley Council of Governments. Recently, the M-WVCOG and the City of Salem adopted a new year 2000 population forecast of 212,600. However, the distribution throughout the city of that population will not be available to the Urban Studies Unit for a month or more.

If the new population distribution results in substantially more persons being forecasted in West Salem (as compared to the older forecast) there could be a significant change in the foregoing traffic analysis.

A New Ramp to Edgewater

Map 1 shows the 1979 forecasted traffic. The traffic volumes would be the same for all three alternatives. However, the level of service, which is currently being experienced, would be much improved by either Alternates 2 or 3. Table 1 shows that either of the "Build" Alternatives would give Level of Service A in 1979.

Map 2 shows the year 2000 traffic assigned. Table 1 shows that during morning and evening peak hours Level of Service D would result for either of the "Build" Alternatives. During other hours of the day better levels of service would be experienced.

Map 3 shows the probable 1979 traffic distribution if a new Edgewater ramp was added. Map 4 shows the proposal with the year 2000 traffic assigned.

Maps 3 and 4 assume the new ramp would connect to an existing northbound street. Because the Urban Studies Unit does not have traffic volume counts on local streets, the "plus" sign indicates the amount of additional traffic that would be added to the local street by the new ramp and removing the Edgewater to Wallace Road left turn.

Table 1 shows that with existing conditions, a new Edgewater ramp would do very little to improve the level of service at Edgewater and Wallace Road.

Table 1 also shows that for the year 2000 a new Edgewater ramp would not make a substantial improvement over the "Build" Alternates and accompanying improvements.

A New Ramp to Wallace Road

Another suggestion for improvement is a new ramp from Marion Bridge to Wallace Road elevated over the railroad tracks and coming to grade somewhere north of the tracks on Wallace Road. Figure 3 shows one concept of this proposal.

Actually, this proposal would do little if anything to improve Wallace Road conditions. The current proposals already provide for free flow movements from the Marion Bridge to Wallace Road. If the entrance to Wallace

Marine Park cannot be moved to some point north on Wallace Road (as is currently being considered) the proposal may have merit. The ramp could provide opportunities to improve the Musgrave Lane-Wallace Road-Edgewater Intersection.

However, the problems of merging ramp traffic with northbound traffic from Edgewater and also possibly from Wallace Marine Park and businesses south of where the ramp comes to grade, could be substantial.

The options and variables to this proposal are so many that the Urban Studies Unit would need more specific direction to do further study. On the surface, the possible benefits seem too small and the costs too great to do a great amount of analysis on this concept.

William L. Cranford
August 16, 1979

FIGURE 1

CONFIGURATION OF WALLACE RD. AND EDGEWATER AS PROPOSED IN "BUILD" ALTERNATES

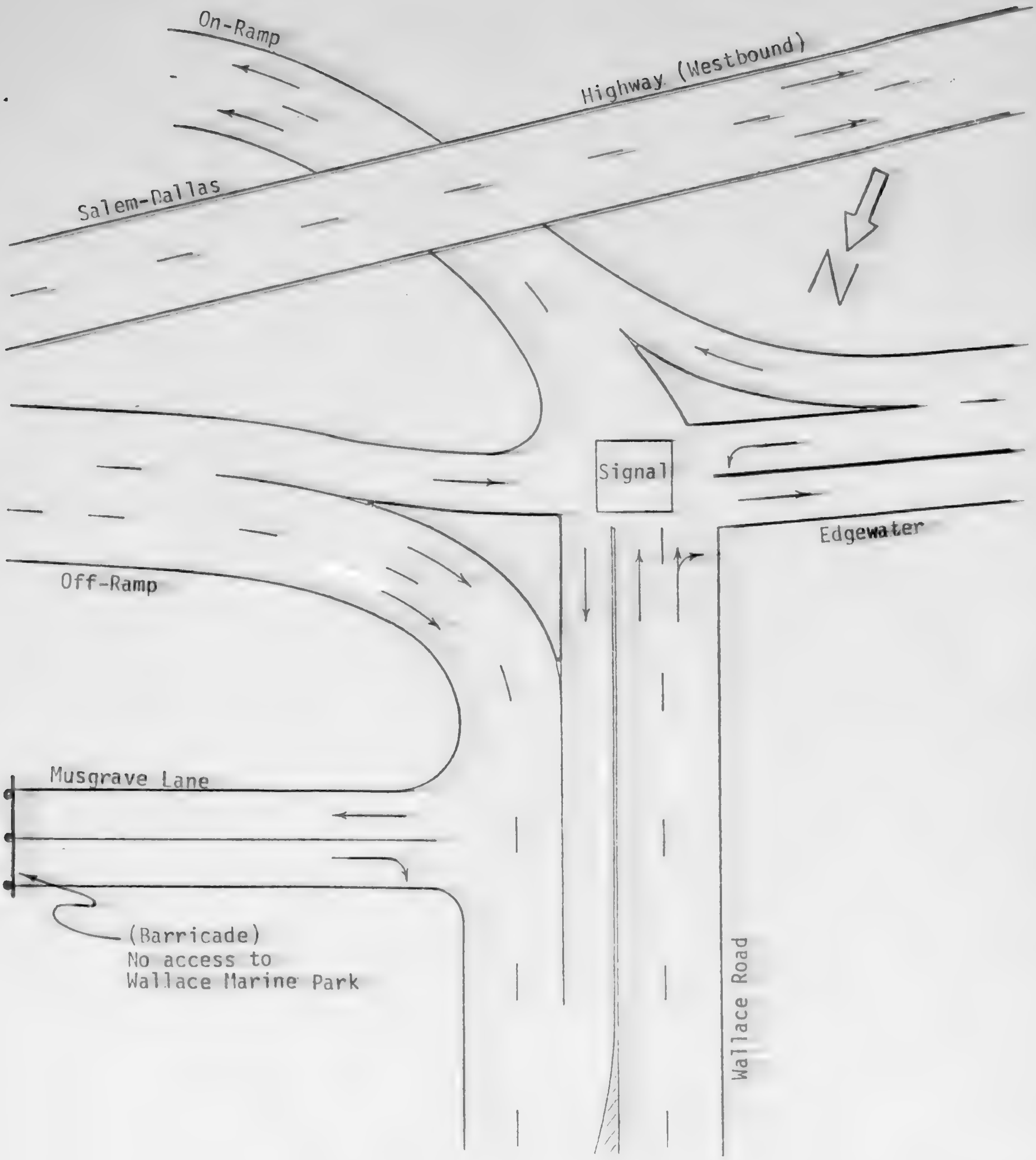
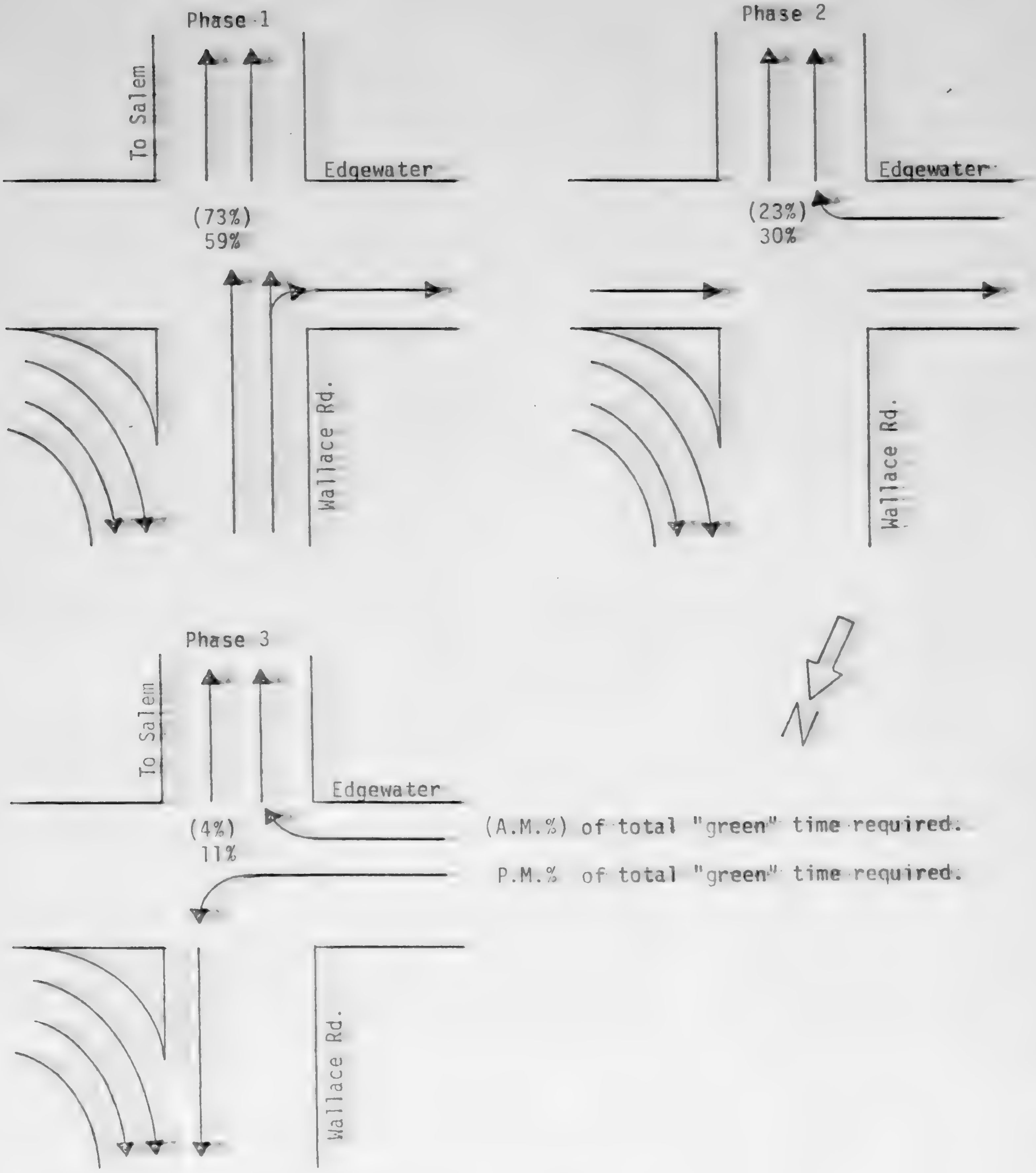

On-Ramp
Highway (Westbound)
Salem-Dallas
N
Signal
Edgewater
Off-Ramp
Musgrave Lane
(Barricade)
No access to
Wallace Marine Park
Wallace Road

FIGURE 2

SUGGESTED SIGNAL PHASING AT EDGEWATER AND WALLACE ROAD[1/]

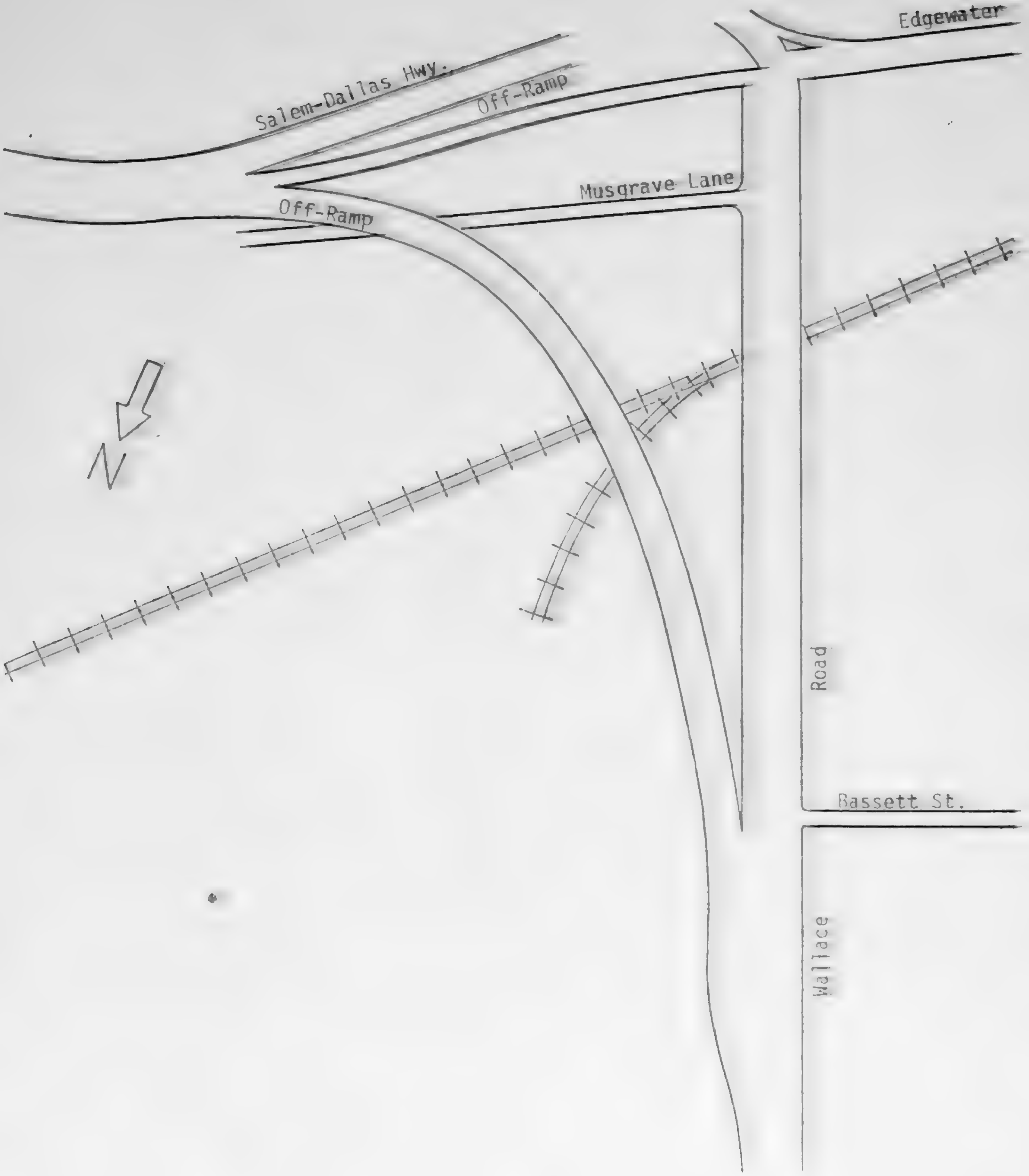
(Moves permitted during each phase are shown by arrows)


Phase 1
To Salem
Edgewater
(73%)
59%
Wallace Rd.
Phase 2
Edgewater
(23%)
30%
Wallace Rd.
Phase 3
To Salem
Edgewater
(4%)
11%
Wallace Rd.
(A.M.%) of total "green" time required.
P.M.% of total "green" time required.

[1/] A signal phase is one specific cycle of "green" time.

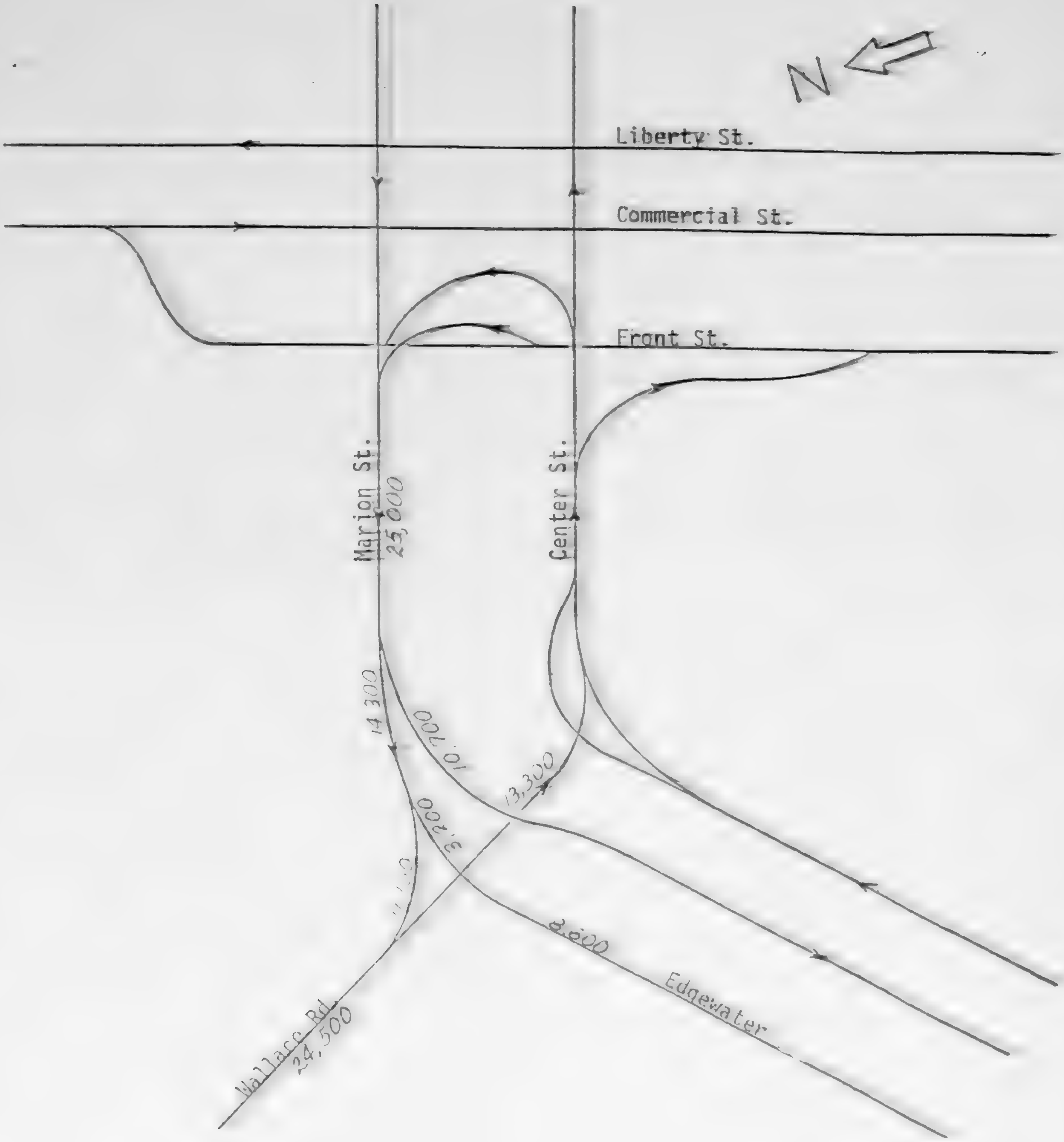
FIGURE 3

PROPOSED RAMP TO WALLACE ROAD


Edgewater
Salem-Dallas Hwy.
Off-Ramp
Musgrave Lane
Off-Ramp
N
Road
Bassett St.
Wallace

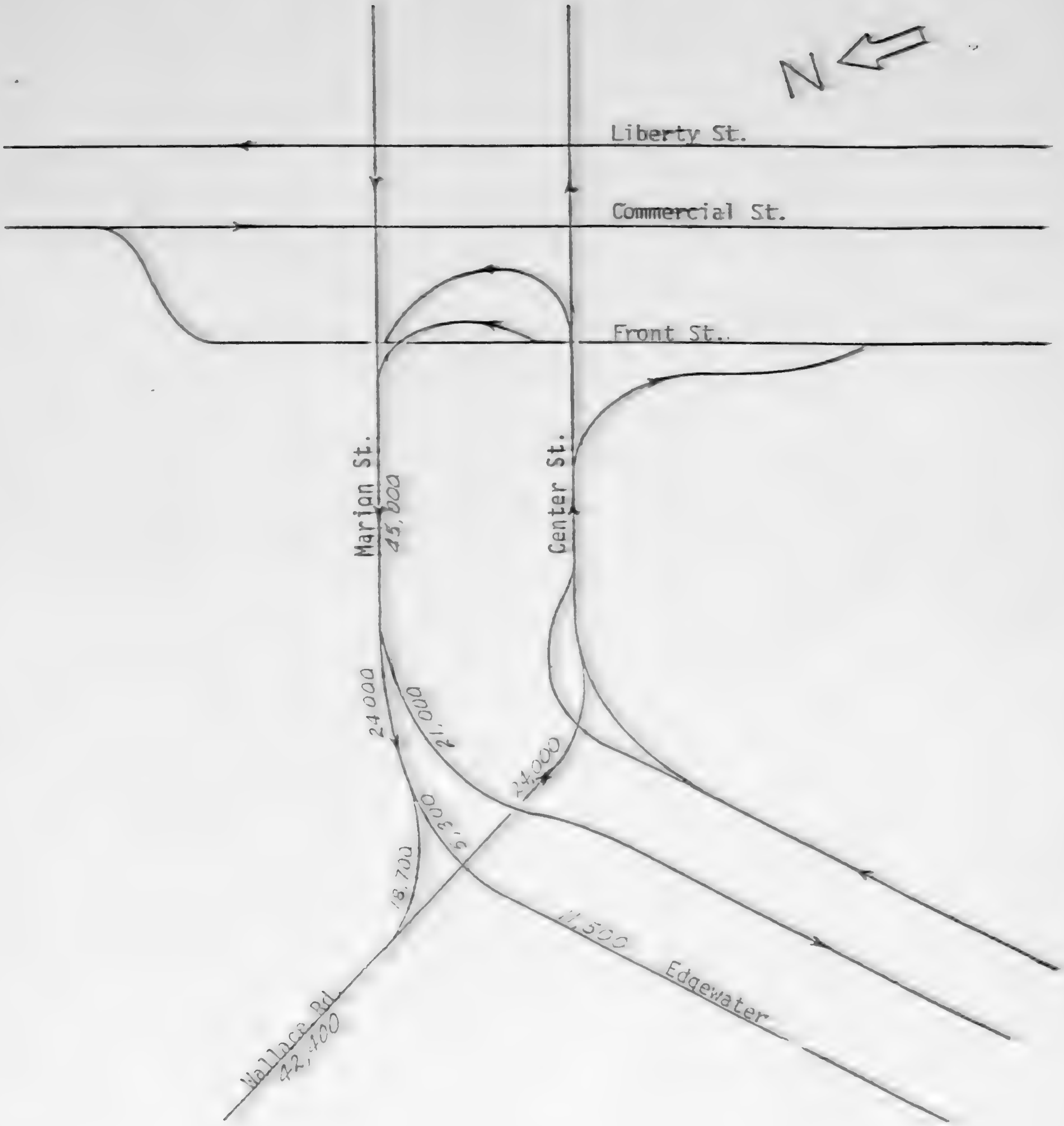
MAP 1

1979 AVERAGE WEEKDAY TRAFFIC FOR ALL THREE ALTERNATIVES


N
Liberty St.
Commercial St.
Front St.
Marion St.
25,000
Center St.
14,300
10,700
13,300
3,200
8,600
Edgewater
Wallace Rd.
24,500

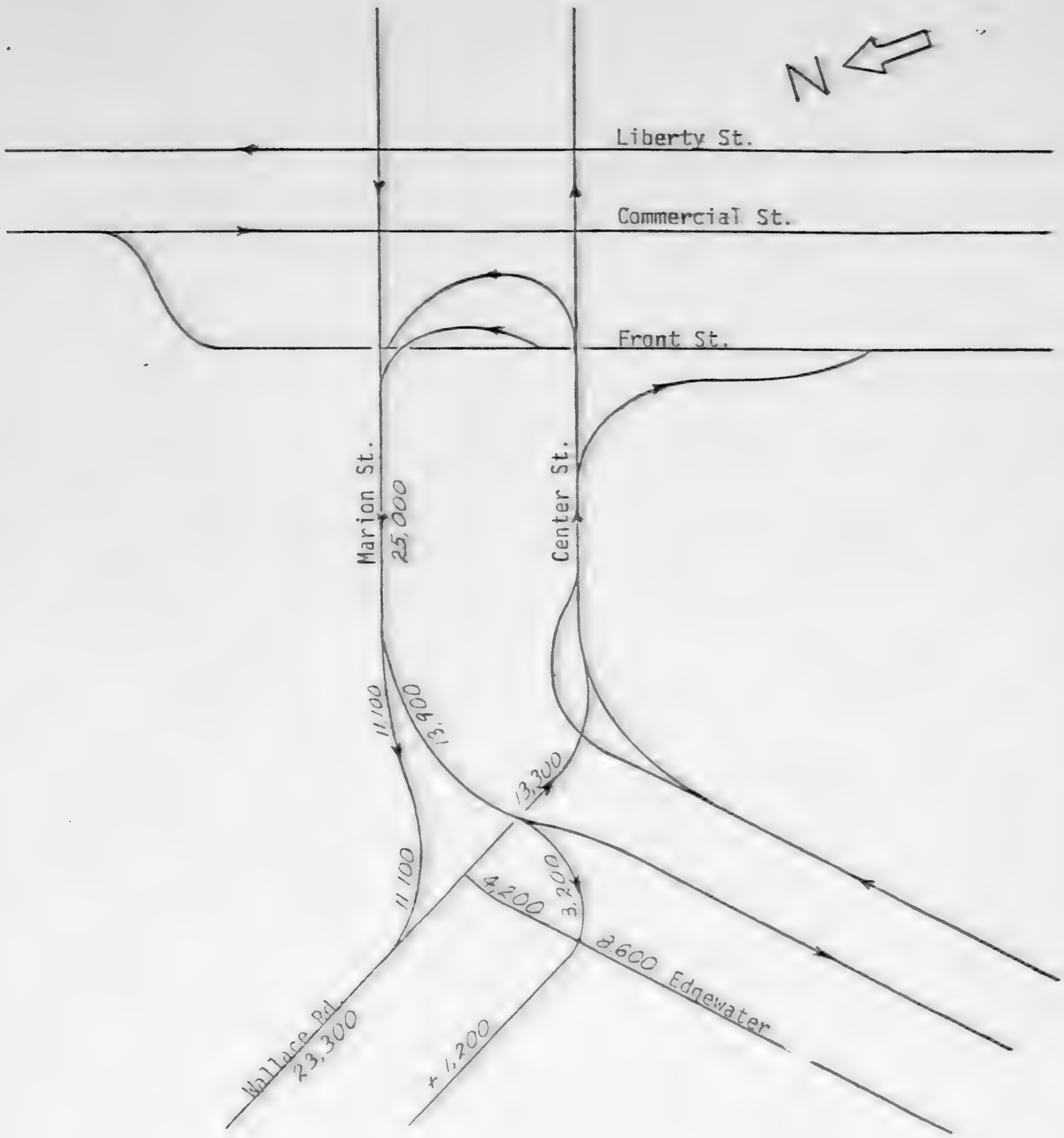
MAP 2

2000 AVERAGE WEEKDAY TRAFFIC FOR ALL THREE ALTERANTIVES


N
Liberty St.
Commercial St.
Front St.
Marian St.
45,600
Center St.
24000
21,000
24,000
18,700
5,300
11,500
Edgewater
Wallace Rd
42,400

MAP 3

1979 AVERAGE WEEKDAY TRAFFIC FOR ALL THREE ALTERNATIVES WITH AN EDGEWATER RAMP


N
Liberty St.
Commercial St.
Front St.
Marion St.
25,000
Center St.
11,100
13,900
13,300
11,100
4,200
3,200
8,600 Edgewater
Wallace Rd.
23,300
+1,200

MAP 4

2000 AVERAGE WEEKDAY TRAFFIC FOR ALL THREE ALTERNATIVES WITH AN EDGEWATER RAMP

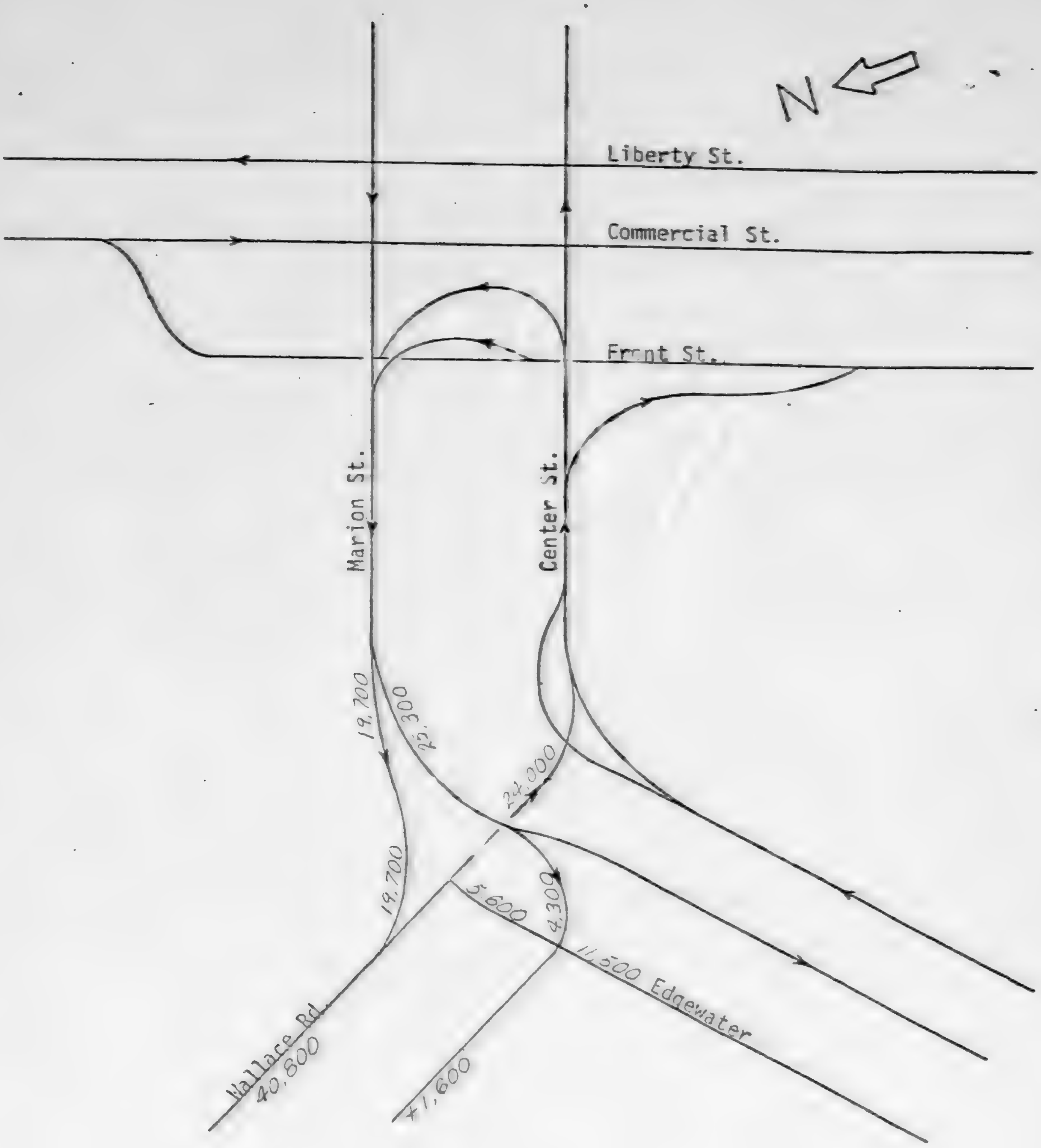

N
Liberty St.
Commercial St.
Front St.
Marion St.
Center St.
19,700
25,300
24,000
19,700
5,600
4,300
11,500 Edgewater
Wallace Rd.
40,800
41,600

TABLE 1

LEVEL OF SERVICE FOR WALLACE ROAD AND EDGEWATER

	1979 LOS1/		2000 LOS	
	A.M.	P.M.	A.M.	P.M.
Existing conditions	D	C	F	F
"Build" Alternates plus intersectional improvements (2 lanes on and off bridges) 2/	A	A	D	D
Existing conditions plus Edgewater Ramp	D	B	F	F
"Build" Alternates plus intersectional improvements, plus new westbound Edgewater Ramp 2/	A	A	D	C

1/LOS-Level of Service (see appendix on level of service).

2/Alternate 2 needs the modification of adding a storage lane on the ramp for westbound traffic to Edgewater.

APPENDIX

Capacity and Level of Service

The way a motorist relates to traffic conditions and his traffic tolerance level are relative things. Also, they are usually based on his past experience. For example, a motorist raised in a large city may move to a smaller city and find the relatively lower traffic volumes not only acceptable, but a welcome relief. On the other hand, a motorist raised in the smaller city has experienced a change from almost no traffic to moderate traffic over a period of years. His view of the same traffic may be that it is almost intolerable.

Obviously, some uniform method of measuring traffic congestion is needed to keep traffic evaluations from being made on an emotional basis.

The Highway Research Board Capacity Manual attempts to fill this need. In the new manual, the word "capacity" has been replaced with two terms, "Service Volume" and "Level of Service", the latter term being followed by an alphabetic letter, A through F, which defines the traffic conditions to be experienced during the peak hour.

Level of Service "A", the highest level of service, is a condition of freely flowing low volume traffic, which is moving at higher speeds. Level "B" and each succeeding level through "E" describes traffic at higher volumes and lower speeds. Each succeeding level implies increasing restrictions on the motorist's ability to maneuver, more traffic delays and a lower level of safety.

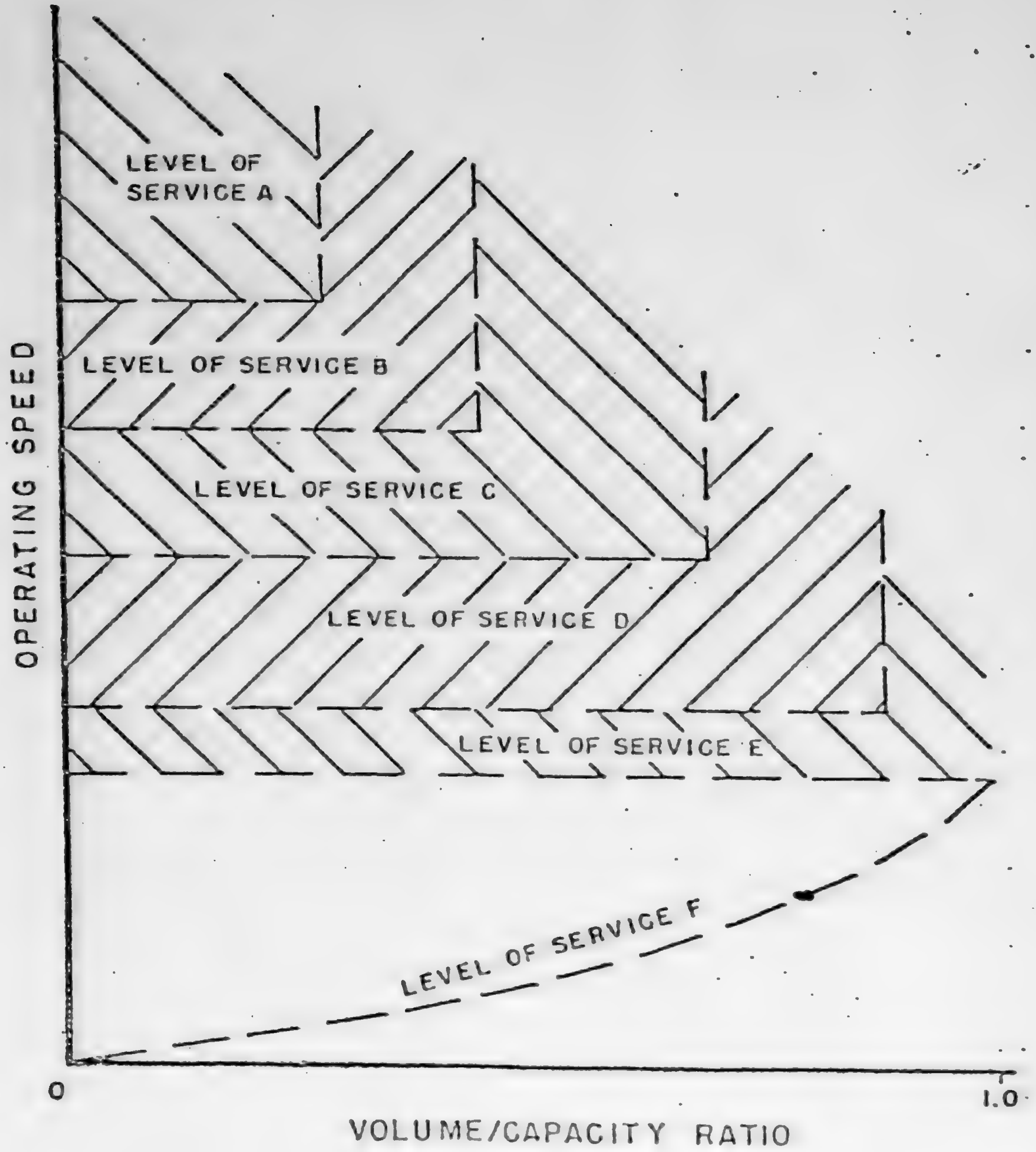
Level "B" is the level generally used for design purposes in rural areas, while Level "C" is the level generally used for design purposes in urban areas. Level "D" indicates traffic moving satisfactorily, according to many city standards, but with increasing restrictions on maneuverability and having slower speeds. The high volume limit of Level "E" is the condition at which a further lowering of speed results in a reduction in traffic volumes. Level "F" traffic has sharply diminishing traffic volumes and indicates very slow traffic speeds; perhaps so slow as to become "stop and go" traffic.

Traffic predictions at Level "E" or "F" volumes are usually not acceptable. In such cases, the highest predicted traffic volumes may not occur. Delays will so impede the motorist that he will seek other routes, or alternate destinations and the predicted volumes will not materialize. Therefore, alternatives should be sought to either: (1) increase capacity; (2) provide alternate or relieving facilities; or (3) alter the land-use plan to relieve the traffic demand.

It should be understood that overloads may only occur for short periods of time (such as during rush hours). Thus, a street may function at Level "E" for only one-half hour per day, and function at Level "C" or better at all other times. Such conditions are becoming more widely accepted, because the costs of providing a higher level of service, either in dollars or community disruption, are becoming so high. Many Oregon cities have a goal of providing Level of Service "D" during peak hours, but accept short periods of Level of Service "E".

Attached is a conceptual drawing concerning the interrelationships between Level of Service, vehicle operating speeds and volume-to-capacity ratio. Also listed are direct quotations concerning Level of Service from the Highway Capacity Manual.

William L. Cranford
May 23, 1978


LEVEL OF SERVICE A
LEVEL OF SERVICE B
LEVEL OF SERVICE C
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F
OPERATING SPEED
0
1.0
VOLUME/CAPACITY RATIO

From Capacity Manual SR-87

"Six levels of service have been selected by the Committee for application in identifying the conditions existing under various speed and volume conditions on any highway or street. It should be noted that other intermediate levels may be established by other jurisdictions for specific conditions. The descriptions here relate to uninterrupted flow and are broadly generalized; definitive values are given in Chapters Nine and Ten for each type of highway. These levels of service, designated A through F, from best to worst, cover the entire range of traffic operations that may occur. On many specific streets and highways, the better levels cannot be attained.

Traffic operational freedom on a highway of a particular type is considered equal to or greater than level of service A, B, C or D, as the case may be, when specified values of the two separate conditions previously described are met. These conditions require that: (1) operating speeds or average overall speeds be equal to or greater than a standard value for the level considered, and (2) the ratio of the demand volume to the capacity of any subsection not exceed a standard value for that level. Level of service E describes conditions approaching and at capacity (that is, critical density). Level F describes conditions under high-density conditions when speeds are low and variable; it is not effectively described by combinations of speed and volume-to-capacity ratios, because these may vary widely.

Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

Level of service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of service E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. At capacity, speeds are typically, but not always, in the neighborhood of 30 mph. Flow is unstable, and there may be stoppages of momentary duration.

Level of Service F describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero."

L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 6, 1979

TO: MEMO TO THE FILE

SUBJECT:

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Center Street Bridge Project
Salem, OR

I received a call from Alan Hershey (Director, Mid-Willamette Valley Council of Governments) this morning at which time he advised me that the City of Salem is requesting that the State Highway Division be the lead agency in the hearing process covering the Center Street Bridge project. He described the proposed process as follows:

1. The City will hold a hearing, perhaps one month in advance of the official hearing to be held by the lead agency (which is the Oregon State Highway Division).

2. After the City hearing, the City will formulate its official position and make it known, either in writing or at the official public hearing.

3. The Highway Division will follow with the official hearings required by the Action Plan, to be followed by the usual documentation.

Although Marion County has not replied to the COG with its desires regarding the public hearing process, Mr. Hershey expects that they will agree with the process suggested by the City.

ESH:ja

cc J. H. Versteeg
Gary Potter
Frank Terpin
Walt Hart
C. O. Fredrickson

7521

STATE OF OREGON

INTEROFFICE MEMO

DEPT. TELEPHONE

TO: FILES

DATE: July 31, 1979

FROM: WLC
W. L. Cranford
Urban Studies Engineer

SUBJECT: Salem Bridges and West Salem Population

On July 25, 1979, Mr. Mitch Rose visited our office and asked a number of questions concerning the forecasted number of future bridge crossings and the forecasted West Salem population.

Mr. Rose was formerly the Polk County Planner, now working for attorneys Ramsay, Stein and Feibleman, who are representing Mr. Victor Olson, Jr. I was given to understand that Mr. Olson opposed substantial growth in West Salem and wanted the Urban Growth Boundary moved inward.

I told Mr. Rose that all population and population distribution figures were furnished to ODOT by M-WVCOG. That the publicized Year 2000 daily river crossings of 90,000 resulted from simulation models. Also, that the M-WVCOG had recently adopted a new higher Year 2000 population, but that it would be a month before I receive the new population distribution. He asked if these new data could affect the design and operation of the bridges. My reply was that it could.

WLC:dpy

cc Richard Knowles - M-WVCOG
Fred Klaboe
Scott Coulter
Dave Moehring
Ed Hunter
George Bell
C. O. Fredrickson

RECEIVED
DOT DIRECTOR
AUG 3 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF OREGO
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILES

DATE: July 27, 1979

FROM: for Von Hemmert
William L. Cranford
Urban Studies Engineer

SUBJECT: Salem Bridges-Detour Alternatives

On July 11, 1979 Mel Makin, John Hanks, Marlowe Krohn, and Von Hemmert met to discuss detour alternatives for the construction of the Center Street Bridge. Being ill, I was not able to attend. However, after discussing the meeting with others, this memo represents my understanding of the alternatives to be studied.

The Salem Transportation Plan calls for two three-lane bridges. Newspaper publicity and other discussions convince me that we must be prepared to fully discuss three-lane bridges (convertible later to four-lane striping if needed). This is so even if later forecasts indicate the full need for four-lane bridges.

At the present time, traffic forecasts indicate that, with appropriate intersectional improvements, three-lane bridges (constructed with the "braid") would give Level of Service D or better well into the 1990's. Rumors are heard of higher forecasts of population in West Salem that would require four-lane bridges. These rumors may not be reliable; until they become a fact we have no choice but to proceed with the data we have.

Therefore, for the discussion and alternatives to follow, a 52-foot bridge is meant to be a full three-lane bridge, with shoulders wide enough to be striped to four 12-foot lanes (plus some "shy" distance) if necessary. Perhaps 52 feet is not correct, but the width that would accomplish the above purposes should be used.

Where a 56-foot bridge is mentioned it is meant to be a full four-lane Federal standard urban bridge. Again, if 56 feet is not correct, the proper width should be used.

Obviously, wider construction can solve capacity problems. However, the main purpose the Urban Studies Unit has in making these investigations is to see if the intersections previously forecasted to operate at peak hours at Level of Service E-F (with 52-foot bridges) can be made to operate at a better level of service without a wider bridge. As a detour is temporary, it seems reasonable to investigate concepts that could be unorthodox and perhaps unusable as a permanent feature.

Each alternate described in this memo will be accompanied by a sketch map. These maps may lack necessary details but are shown as a matter of concept. The Urban Studies Unit will work closely with the Design Section to resolve needed details.

RECEIVED
DOT DIRECTOR
JUL 30 '79
REFER TO
FOR
Info
Invest
S/D
D/R
Sign
Act
File

125-1387

Detour Alternate 1

Two-way traffic on a 52-foot wide Marion Street Bridge with two lanes westbound. Two lanes eastbound are controlled by a signal at Commercial Street.

Detour Alternate 2

Two-way traffic on 52-foot wide Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial Street then tapering to two lanes.

Two eastbound lanes as far as the Front Street Ramp then one lane to Commercial Street with a free flow right turn at Commercial St.

A barrier between Marion and Center on Commercial will prevent a mix of the traffic from the bridge and the southbound traffic from Commercial and Marion. A signal at Center and Commercial will provide separate phases for the traffic on each side of the barrier.

Detour Alternate 3

Two-way traffic on a 52-foot wide Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial tapering to two lanes westbound.

Two eastbound lanes (temporary widening required) with two lanes east of the Front Street Ramp. The west-to-south turning traffic from Marion would be stopped while the traffic from the bridge was allowed to move. Other signal phasing will be investigated.

Detour Alternate 4

Two-way traffic on a 52-foot wide Marion Street Bridge with three westbound lanes for the first 500 feet from Commercial Street tapering to two lanes westbound. Two eastbound lanes as far as the Front Street Ramp with both lanes directed off the bridge on the ramp alignment. Investigations will be made to possibly allow two lanes to Front Street and two lanes to Commercial at Center Street. Variations on this concept will be considered. Temporary structures to grade at the existing Center Street Bridge approach should be considered.

Detour Alternate 5

Two-way traffic on a 52-foot Marion Street Bridge with three lanes westbound for the first 500 feet from Commercial and then tapering to two lanes westbound. The ramp to Front Street can be used as an off-ramp. A single eastbound lane proceeds to High Street where a forced right turn is required. The possibility of allowing or preventing a left turn at Liberty will be analyzed.

Detour Alternate 6

Same as Alternate 2, but with a 56-foot wide Marion Street Bridge. This would permit three westbound lanes to the Wallace Road exit.

Detour Alternate 7

Same as Alternate 3, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

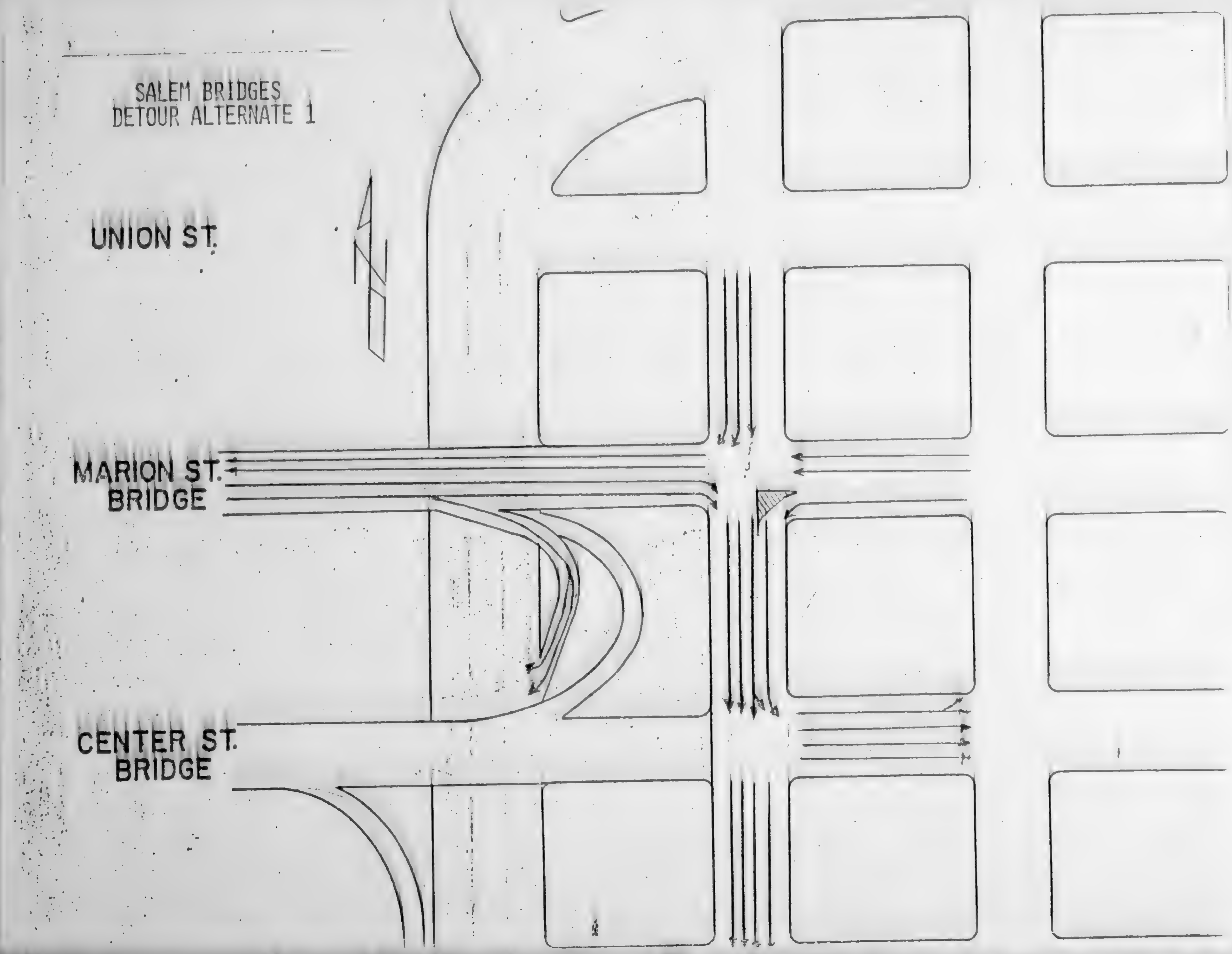
Detour Alternate 8

Same as Alternate 4, but with a 56-foot Marion Street Bridge. This allows three westbound lanes to the Wallace Road exit.

Detour Alternate 9

Same as Alternate 5, but with a 56-foot wide Marion Bridge. This would permit three westbound lanes to the Wallace Road exit. Also, two eastbound lanes are possible from the bridge to the Commercial Street Intersection. One lane could go straight through and the other turn right, possibly a free flow right turn.

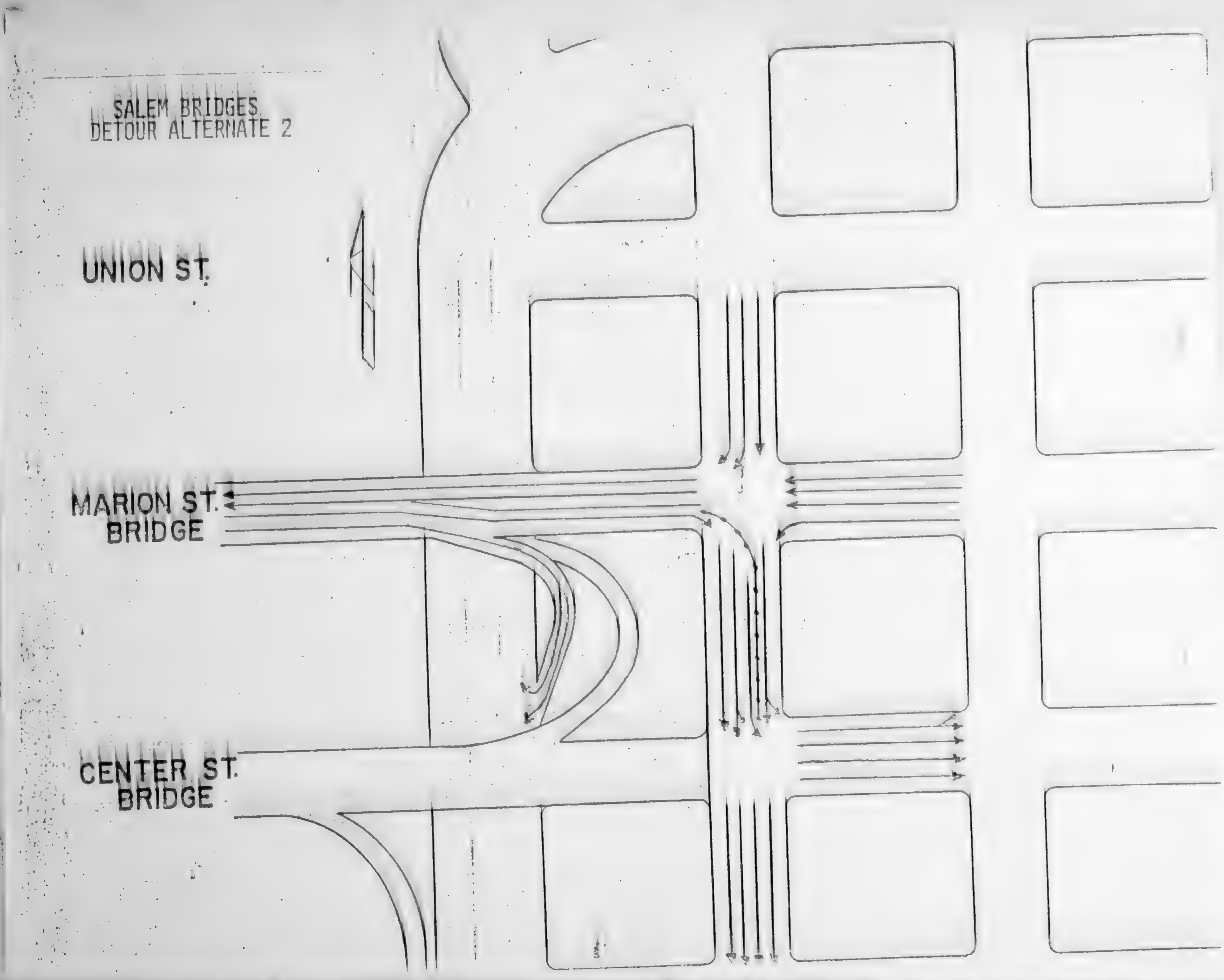
WLC:dmc
cc: F. B. Klaboe ✓
H. S. Coulter
D. H. Moehring
E. S. Hunter
C. O. Fredrickson
L. E. George
Adrian Olson

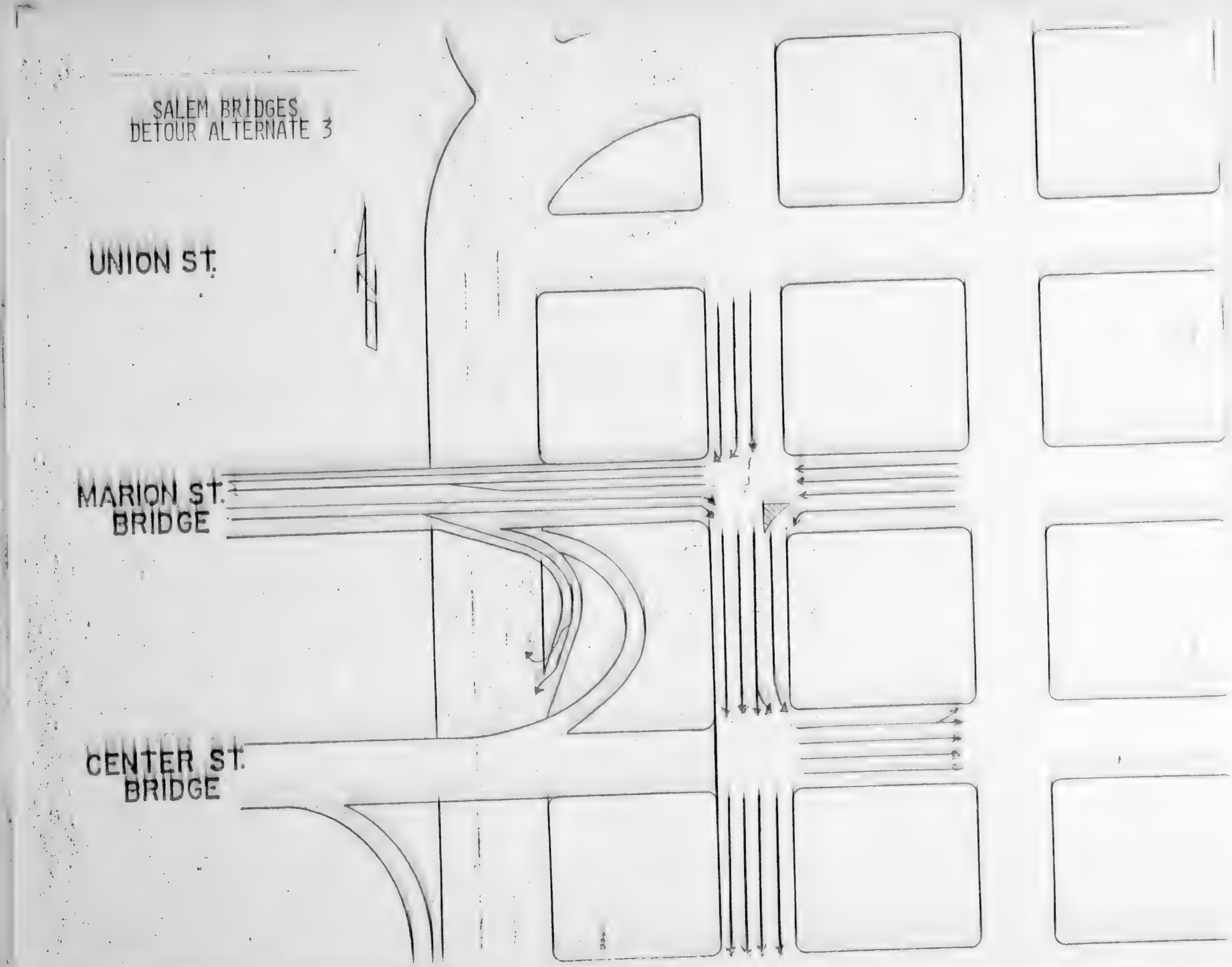


SALEM BRIDGES
DETOUR ALTERNATE 1

UNION ST.
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES
DETOUR ALTERNATE 2

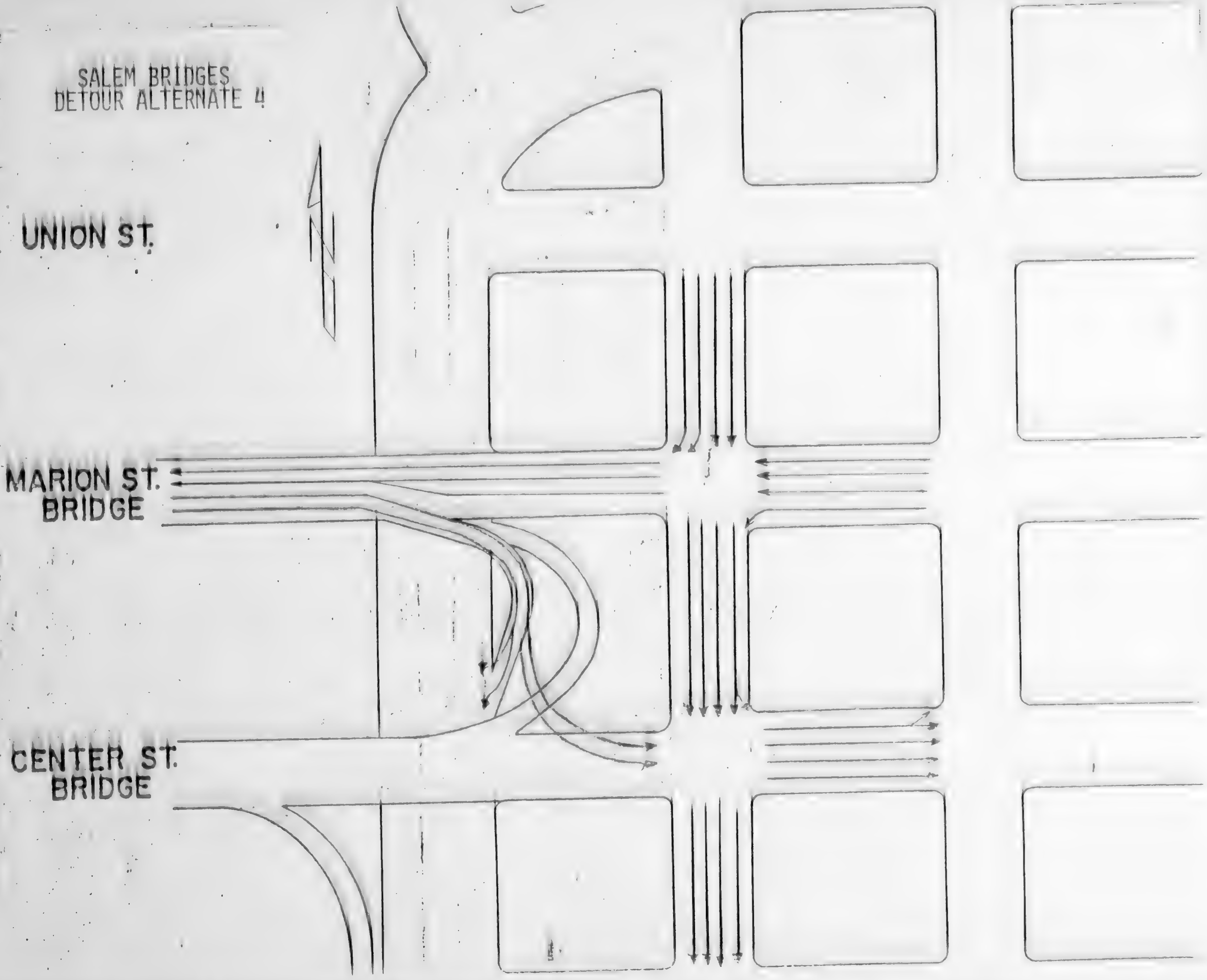

UNION ST.
MARION ST. BRIDGE
CENTER ST. BRIDGE



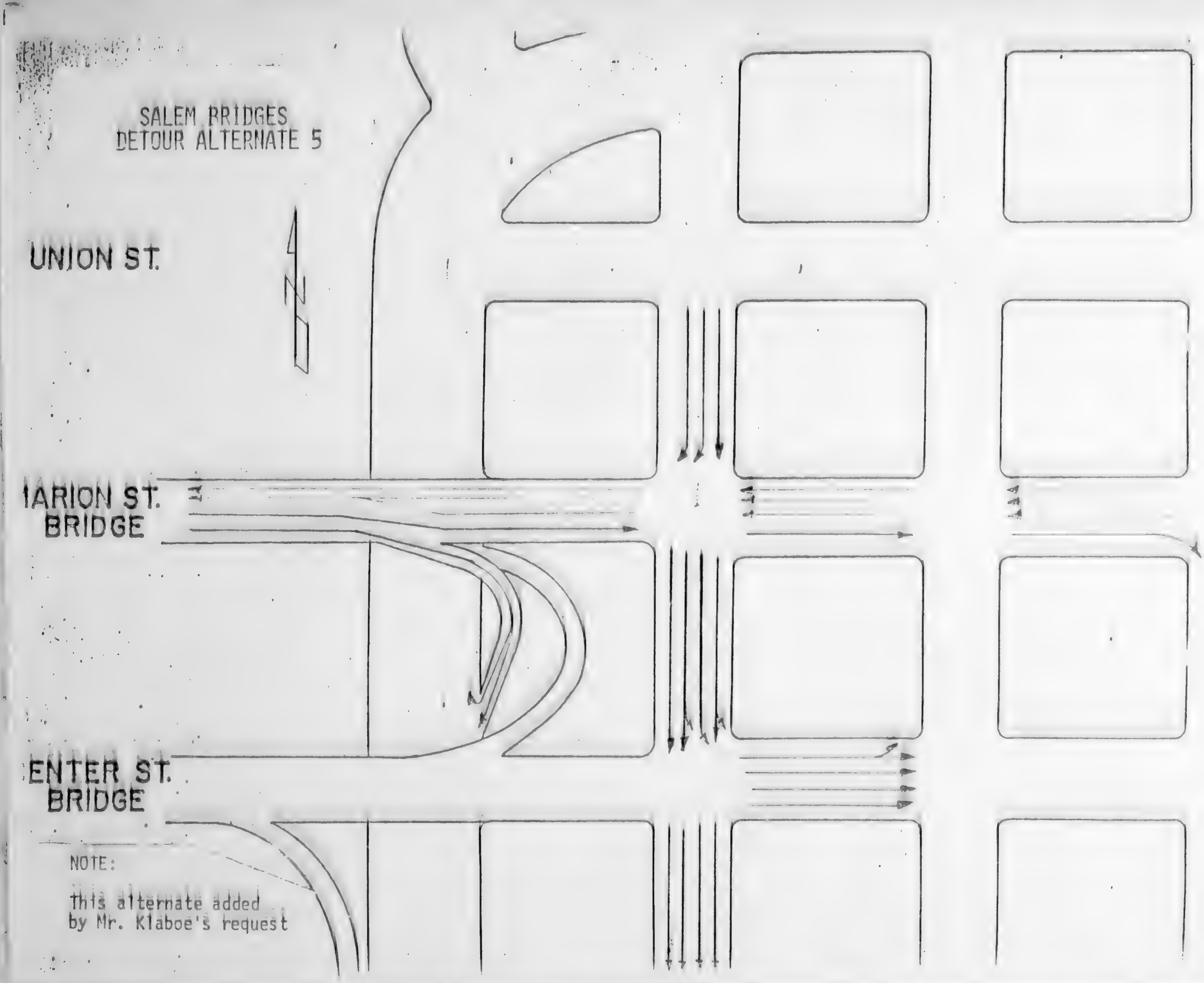
SALEM BRIDGES
DETOUR ALTERNATE 3

UNION ST.
MARION ST. BRIDGE
CENTER ST. BRIDGE

SALEM BRIDGES
DETOUR ALTERNATE 4


UNION ST.
MARION ST. BRIDGE
CENTER ST. BRIDGE

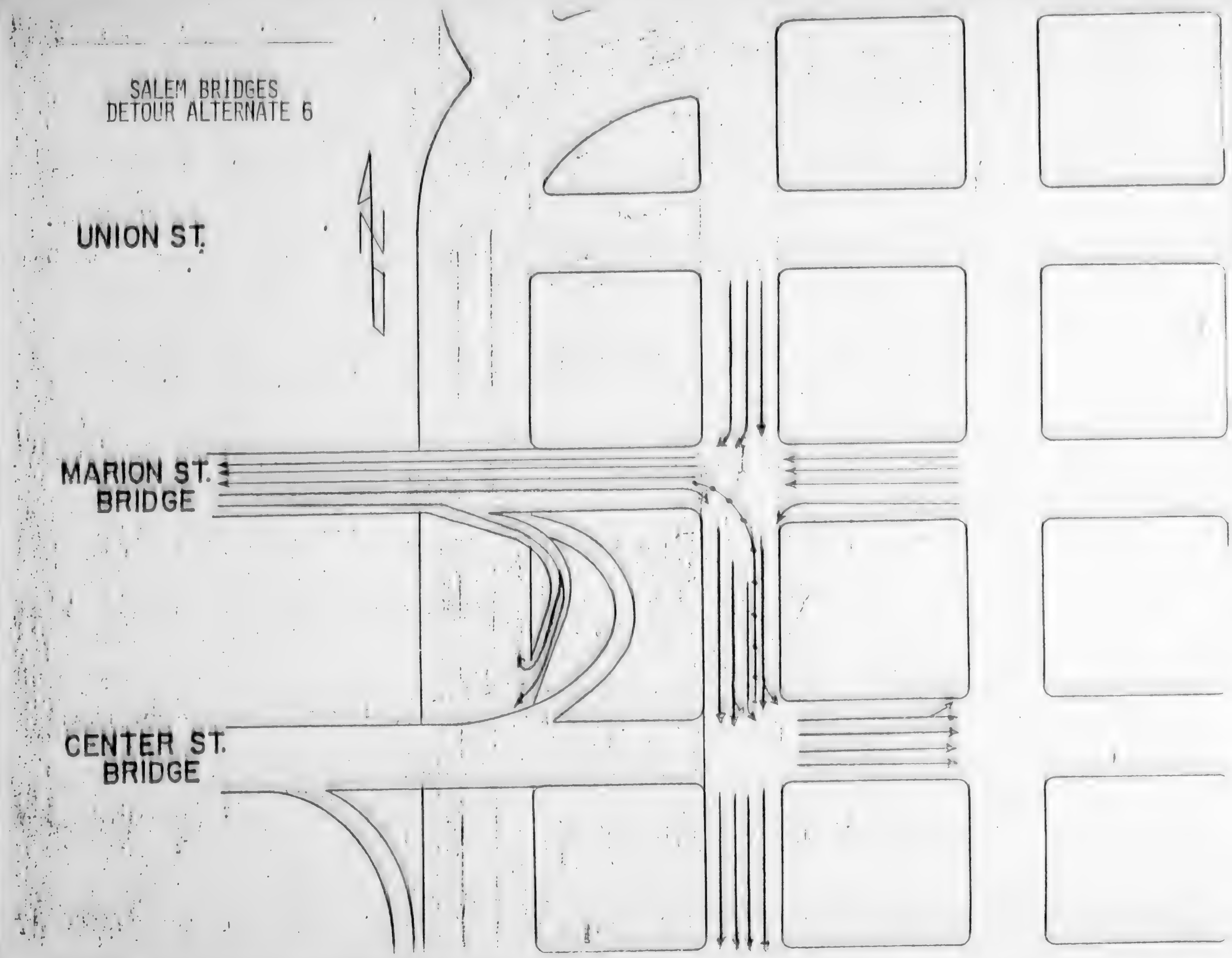
SALEM BRIDGES
DETOUR ALTERNATE 5


UNION ST.
N
IARION ST.
BRIDGE
ENTER ST.
BRIDGE

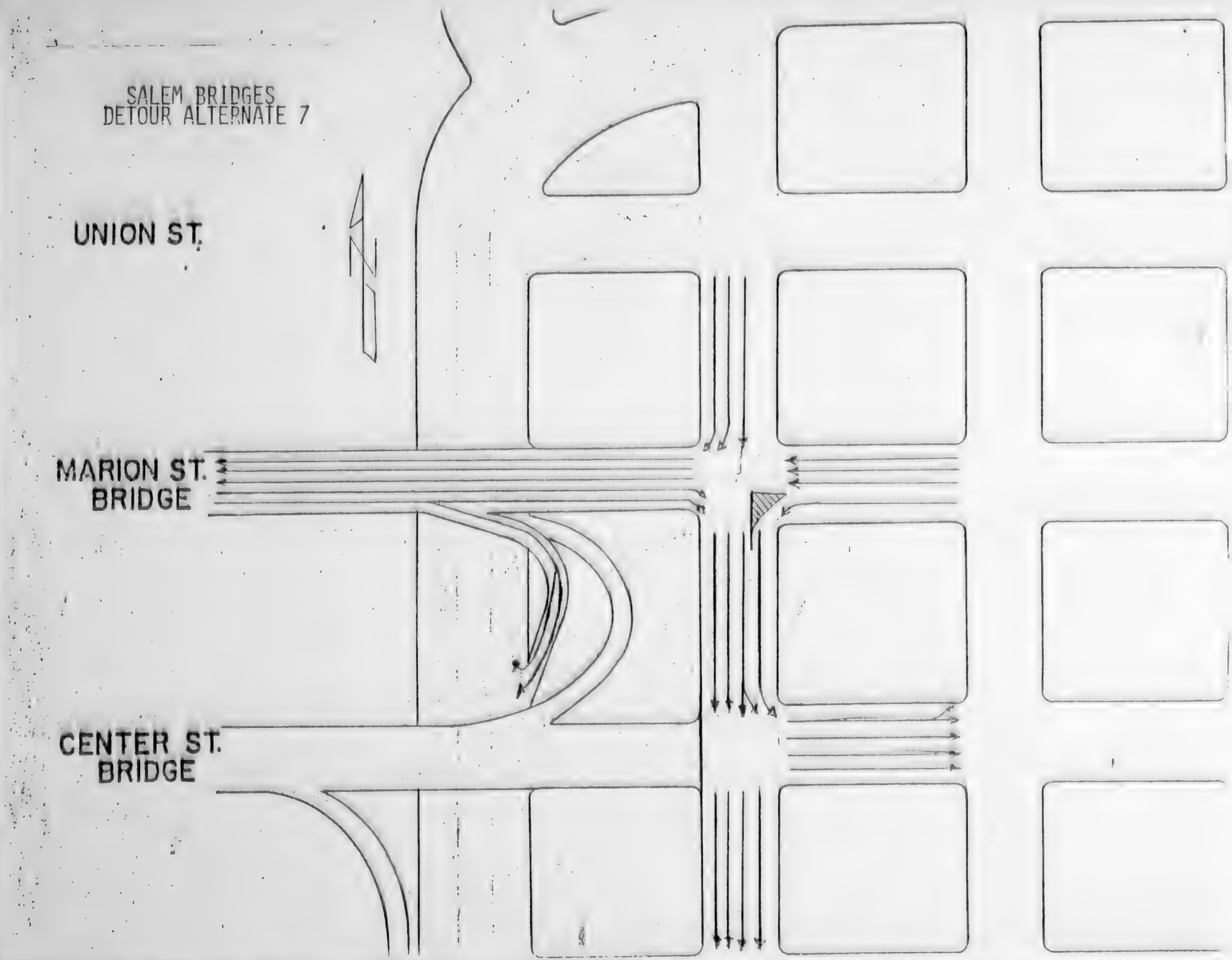
NOTE:

this alternate added
by Mr. Klaboe's request

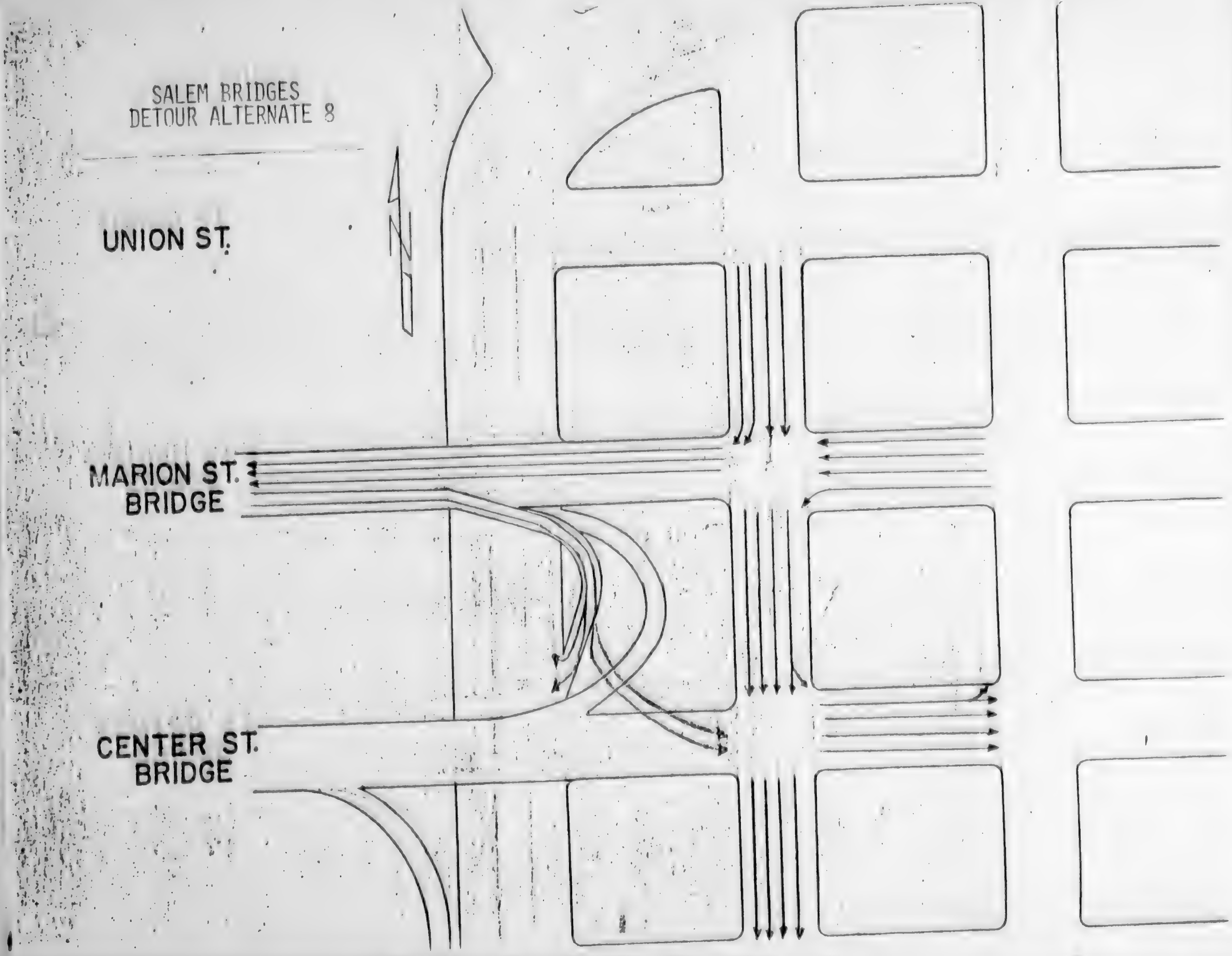
SALEM BRIDGES
DETOUR ALTERNATE 6


UNION ST.
MARION ST. BRIDGE
CENTER ST. BRIDGE

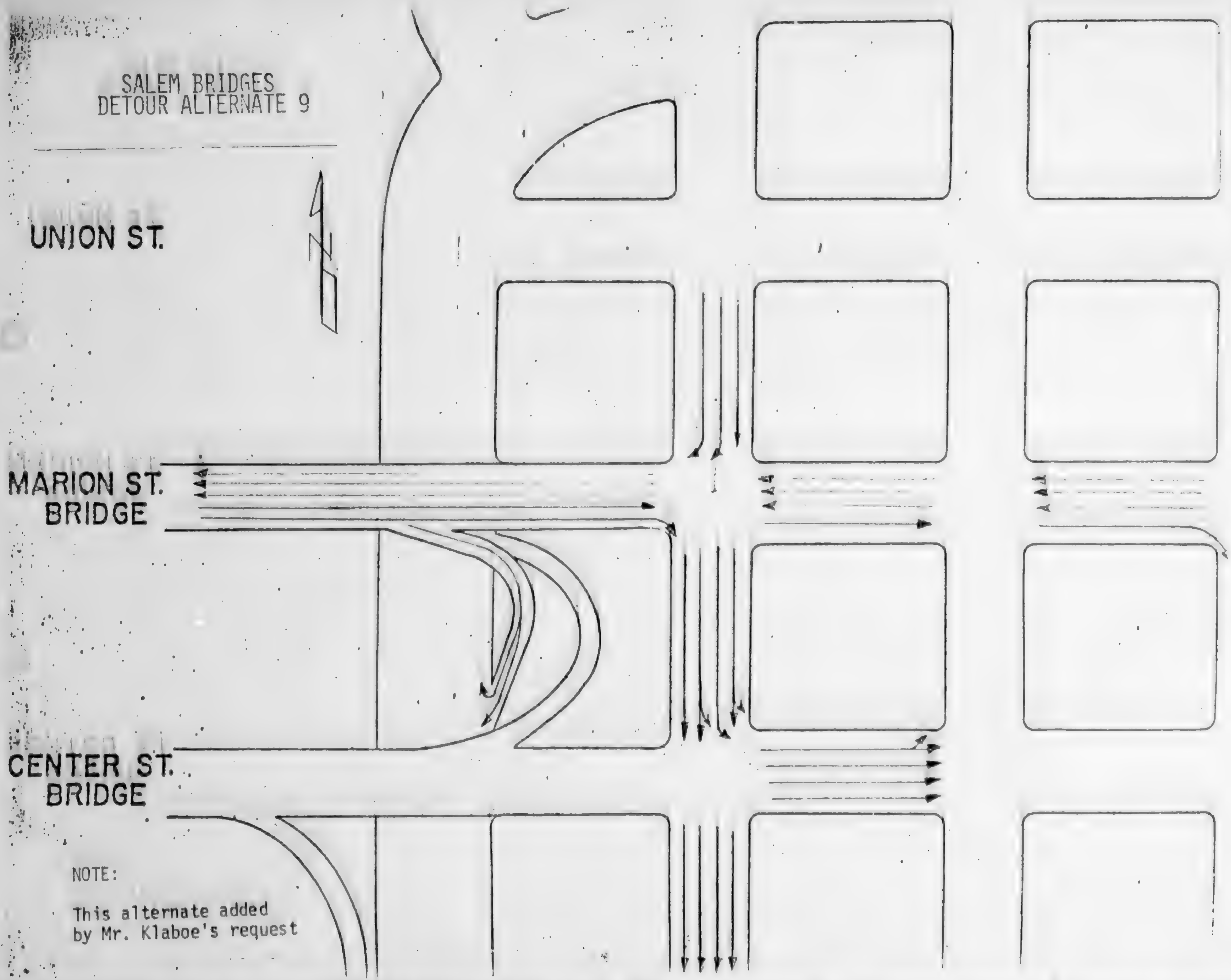
SALEM BRIDGES
DETOUR ALTERNATE 7


UNION ST.
MARION ST.
BRIDGE
CENTER ST.
BRIDGE

SALEM BRIDGES
DETOUR ALTERNATE 8


UNION ST.
N
MARION ST.
BRIDGE
CENTER ST.
BRIDGE

SALEM BRIDGES
DETOUR ALTERNATE 9


UNION ST.
N
MARION ST. BRIDGE
CENTER ST. BRIDGE

NOTE:

This alternate added
by Mr. Klaboe's request

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 973

RECEIVED
TECHNICAL SERVICES
JUN 1'79
REFER TO
FOR
Info Inves R/O D/R Sign Act File

In Reply Refer to
File No

May 30, 1979

Mr. Maurice Lundy
Regional Director
Heritage Conservation and Recreation Service
915 Second Avenue, Room 990
Seattle, WA 98174

SUBJECT: Willamette River (Marion and Center St.) Bridges
Willamina-Salem Hwy.
City of Salem, Oregon
Marion County
Draft Environmental Impact Statement

Dear Mr. Lundy:

The Oregon State Highway Division is preparing an environmental impact statement for the replacement of the Center Street Bridge and widening of the Marion Street Bridge, which cross the Willamette River in Salem, Oregon. The two bridges are eastbound and westbound members of a crossing couplet.

The projects would require about 0.5 acres of property from Wallace Marine Park, a 68-acre regional facility. A small portion of this park was developed with Land and Water Conservation Fund Act funds, so Section 4(f) of the 1966 Department of Transportation Act and Section 6(f) of the 1964 Land and Water Conservation Fund Act may apply. Several other parks and one historic property would also be affected by the project, but not to a significant degree.

In order to initiate project coordination with your Agency, I would like to conduct a field review; this review is tentatively set for the morning of Wednesday, June 13. Also in attendance will be representatives from the Federal Highway Administration and the Salem Regional Parks and Recreation Agency. Please call Mr. Eb Engelmann of my office (503-378-8486) to confirm arrangements. If the planned meeting date is not possible, please let Mr. Engelmann know so another date can be set.

For your review I have enclosed copies of the project location map and a matrix which summarizes preliminary findings regarding impacts to the

Form 734-3122

properties in question. If I can be of any further help, please feel free to call me. My telephone number is 503-378-8486.

Very truly yours,

[illegible] SIGNED BY
POTTER
Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:brl

SUMMARY MATRIX OF IMPACTS ON THE PROJECT AREA PUBLIC PARKS
Willamette River (Center and Marion St.) Bridge Project

	No-Build Alternative	Build Alternatives	
Park / Topic	Alternative 1	Alternative 2	Alternative 3
MARION SQUARE PARK			
a. Noise and traffic	In conjunction with Front Street Bypass project, traffic volumes would increase on west and south sides of park and would increase noise penetration. (A)	Build alternatives would increase traffic volumes and noise above No-Build levels. (A)	Same as Alternative 2. (A)
b. Construction	No construction would occur. (B)	Construction of bridges and Front Street Bypass would temporarily degrade park atmosphere. Bikeway/pedestrian access across river on Marion Street Bridges may be interruped during construction. (A)	Detouring of all bridge traffic from two bridges to Marion Street Bridge would increase impacts on park during construction period. (A)
c. Access	Convenient access to the park would be reduced as increased traffic volumes surround park. (A)	This alternative would contain no bikeway/sidewalk on Marion Street Bridge, resulting in less convenient access to park. (A)	Existing sidewalk/bikeway on Marion Street Bridge would be retained, thus allowing good pedestrian/bicycle access. (B)
d. Development	Traffic congestion and inconvenient access would not encourage future development in park. (A)	Park would become part of Riverfront Park development and improved traffic circulation pattern would revitalize park. (B)	Same as Alternative 2. (B)
RIVERFRONT PARK	Not compatible with park development. (A)	Compatible with creation of park. (B)	Same as Alternative 2. (B)
(A proposed Public Park/Open Space Area along Willamette Riverfront)	Provides no pedestrian/bicyclist overcrossing of Front Street. (A)	Improves access across Front Street between park and downtown area by the construction of pedestrian overcrossing and a 10-foot wide bikeway/sidewalk on Center Street Bridge. (B)	Same as Alternative 2. (B)

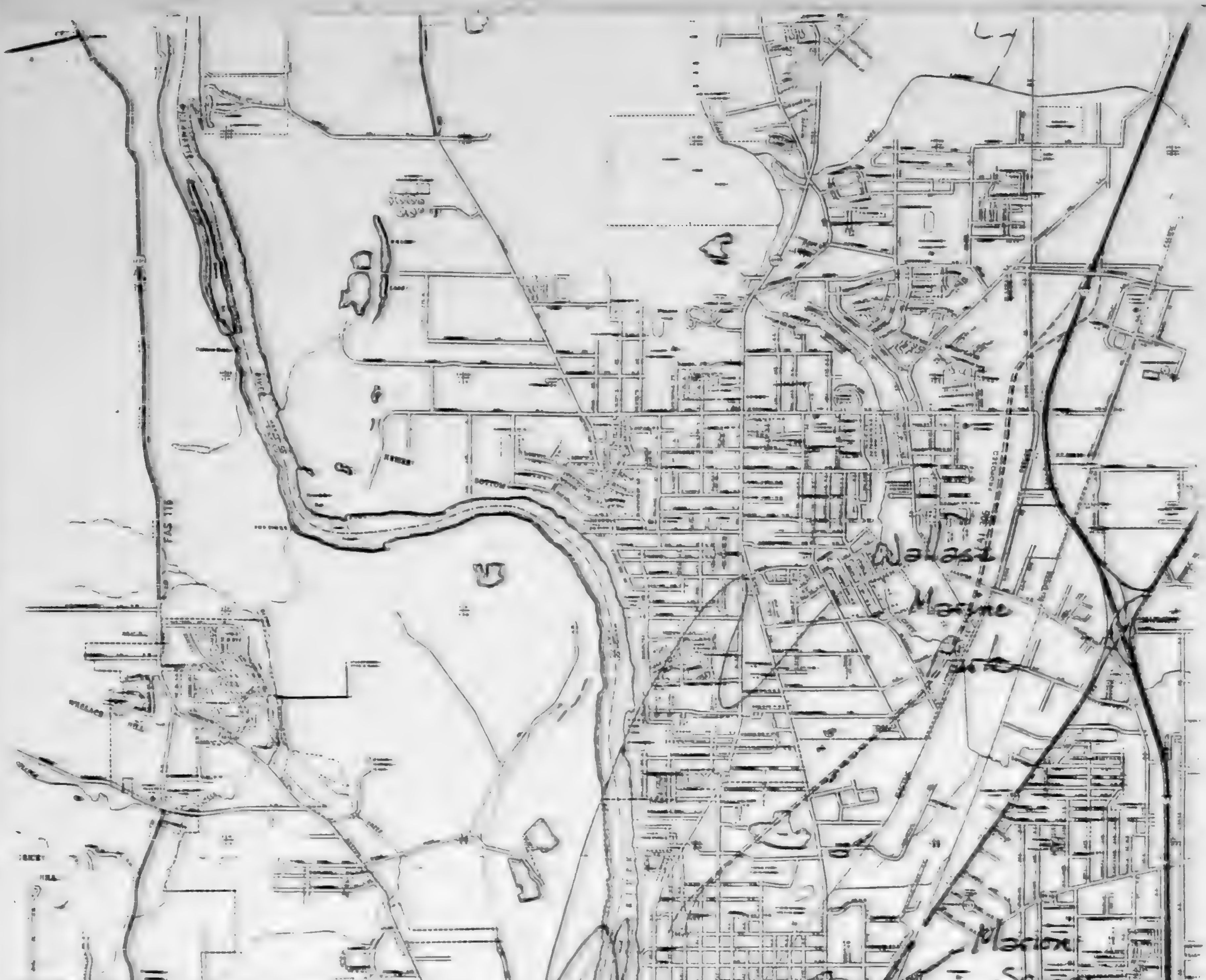
NOTE: (A) = Adverse Impact
(B) = Beneficial Impact

Continued

	No-Build Alternative	Build Alternatives	
Park / Topic	Alternative 1	Alternative 2	Alternative 3
WALLACE MARINE PARK			
a. Right-of-Way	No right-of-way required. (B)	0.38-acre of new right-of-way required from park. Contiguous with Center Street Bridge corridor. (A) Replacement property would be purchased. (B)	0.60-acre of right-of-way required from park, contiguous with Center Street and Marion Street Bridges corridors. (A) Replacement property would be purchased. (B)
		Section 4(f) and Section 6(f) involvements. (A)	Same as Alternative 2. (A)
		Wider structures would require more air space and more bridge piers in park area. (A)	Wider Marion Street Bridge than with Alternative 2. (A)
b. Construction Period		Temporary construction easements on park property would be required during 2-3 year construction period. (A)	Same as Alternative 2. (A)
		Staging area for bridge construction would be between the bridges. Park area south of the Marion Street Bridge would be fenced and closed to park during the construction period. (A)	Same as Alternative 2. (A)
		Replacement of Marion Street Bridge handrail may cause short-term closure of Musgrave Lane, the only access road to the Park. (A) Closure would occur during off-peak hours of park use.	Closure of Musgrave Lane at any time would not be required. (B)
		Construction and staging of project would cause removal of ground cover and shrubs. Turbidity in river during pier construction may reduce water-based recreational activities in park. (A)	Same as Alternative 2. (A)
		Major construction of bridges would occur in summer months, the same period of highest use of park. (A)	Same as Alternative 2. (A)
		Temporary and intermittent noise and pollution during construction period. (A)	Same as Alternative 2. (A)

Continued

	No-Build Alternative	Build Alternatives	
Park / Topic	Alternative 1	Alternative 2	Alternative 3
6: Post Construction/ Operations	Increased noise intrusion into park. (A)	Higher noise levels in park than the No-Build. (A)	Same as Alternative 2. (A)
	Congestion on bridges and more traffic on Wallace Road would reduce access to Park. (A)	Improved regional and local access to park. (B)	Same as Alternative 2. (B)
		Heavier traffic volumes on Wallace Road would require right turn only from access. (B) New access road may need to be created by City of Salem. (B)	Same as Alternative 2, except this alternative would provide for a larger service period for right turns out of park. (A)
		The new bridges would present new, cleaner asthetic designs in park. (B)	Same as Alternative 2. (B)
		Highway right-of-way under and between bridges would function as *de facto* park use, as is the present situation. (B)	Same as Alternative 2. (B)
		Opportunity for joint development in bridges area of park. (B)	Same as Alternative 2. (B)
		Increased visitation to park because of population increases in West Salem. (B)	Same as Alternative 2. (B)
		Compatible with expansion and more development in park. (B)	Same as Alternative 2. (B)
EDGEWATER PARKWAY	Increase traffic noise. (A)	Increased traffic noise due to higher traffic volumes on adjacent roads. (A)	Same as Alternative 2. (A)
		Wide bikeway on Center Street Bridge and ramp would provide better connection with bikeway in park. (B)	Same as Alternative 2. (B)


Wallace Marine Park
Marion Square Park
Center & Marion Street Bridges
Edgewater Parkway

May 16, 1979

City of Salem
City Hall
Salem, OR   97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6751

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Marion Street and Center Street Bridges in the City of Salem.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Hend
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

STATE OF OREGON

DEPT.

TELEPHONE

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer

DATE: May 8, 1979

Attention Eddie Welsh
Region Environmentalist

FROM: Bill
W. L. Cranford
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway, Marion and Polk Counties

You requested that we furnish sketch maps for Alternatives 2 and 3 similar to maps used for hearings. Two hundred copies of each are enclosed.

At this scale, it is not practical to show lanes and all pavement markings. Whether partially showing such information would be better than showing none, is debatable. I would appreciate hearing the feelings of the Project Citizen Advisory Committee on this matter if comments are spontaneously made.

We will preserve the original art work and can make changes if desired.

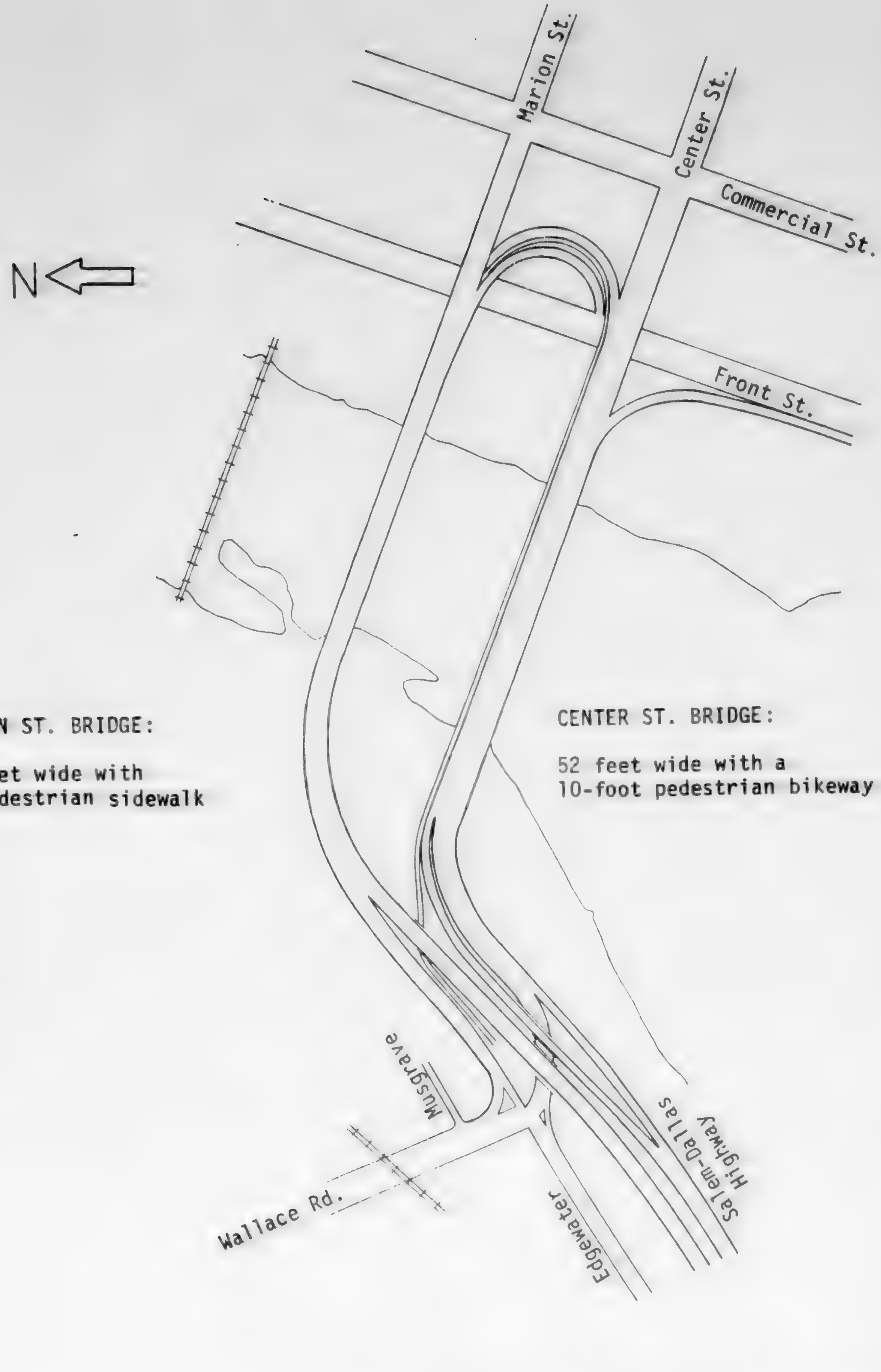
Attachments

cc: L. W. Rulien
E. S. Hunter
Adrian Olson
Gary Potter

RECEIVED
TECHNICAL SERVICES
MAY 10 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

WILLAMETTE RIVER (MARION AND CENTER STREET) BRIDGES
ALTERNATIVE TWO


N
Marion St.
Center St.
Commercial St.
Front St.
Musgrave
Wallace Rd.
Edgewater
Salem-Dallas Highway

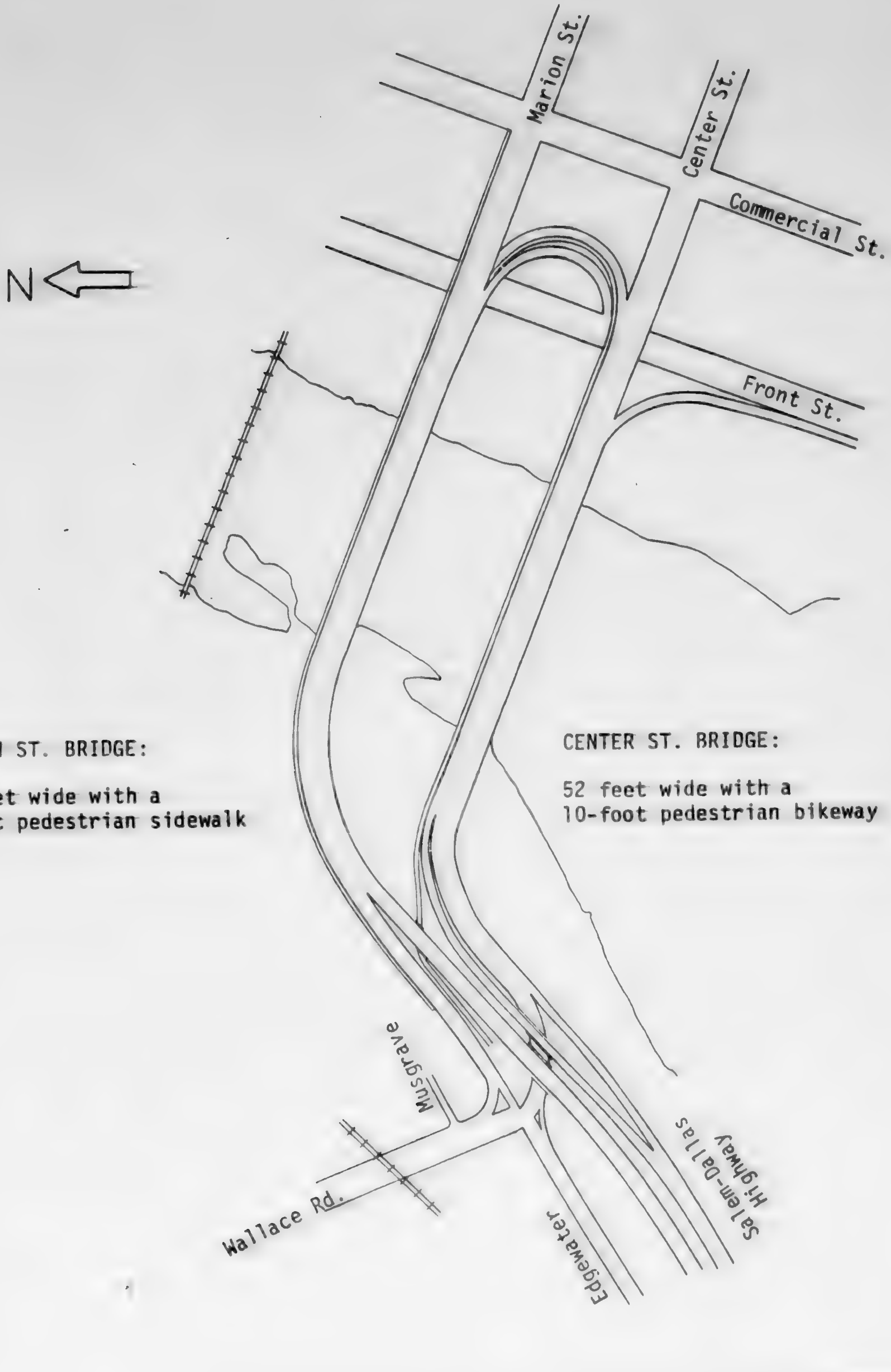
MARION ST. BRIDGE:

38 feet wide with
no pedestrian sidewalk

CENTER ST. BRIDGE:

52 feet wide with a
10-foot pedestrian bikeway

WILLAME[illegible] RIVER (MARION AND CENTER STRE[illegible]) BRIDGES
ALTERNATIVE THREE


N
Marion St.
Center St.
Commercial St.
Front St.
Musgrave
Wallace Rd.
Edgewater
Salem-Dallas Highway

MARION ST. BRIDGE:

52 feet wide with a
4-foot pedestrian sidewalk

CENTER ST. BRIDGE:

52 feet wide with a
10-foot pedestrian bikeway

30

HIGHWAY DIVISION 378-6558

Gary Potter
MManager, Environment Section

April 11, 1979

ADOlson
A. D. Olson
Preliminary Design Engineer

Section 4(f) Information Needs:
Willamette River (Center & Marion
    Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

The following data is in response to your four questions of March 29, and should be used in development of the DEIS and 4(f) statement. As you know, everything has a trade off and a price. If we are unnecessarily restrictive of either the contractor, the park user, or the ability to maintain the structure in the future, we will pay the price in one way or another. The following have been developed with parkland as a major concern without really knowing whether such concern is appropriate.

1) The right of way limit of 15 feet outside the structure will be used. This will assure that nothing of a permanent nature will be built down at ground level that would preclude maintenance work from below the structure. There would be no other restriction to land use under the bridge and there would be no obstructions indicating the R/W limits.

2) A minimum temporary easement of 50 feet out from the structure will be needed in order to construct the new bridges. This would be both sides of Center Street and on the upstream side of Marion. In the interest of safety it would be appropriate to restrict the public from the construction area as much as we can. An indication of the usage of the area between the structures and upstream from the Center Street Bridge and ramp would be appropriate, if possible, to determine what costs and treatments might be appropriate to either keep the public out or to get them safely through the construction areas.

3) We can limit the contractor's use of the area as much or as little as deemed appropriate and this goes back to the previous statements. The more flexibility that can be provided the better, from a cost and time standpoint. It would appear that the public use and safety issue would need to be established and work from that end rather than trying to establish the minimum area needed by the contractor. Safety is the important item, whether the contractor is allowed to use the area or not.

4) Contrary to the appearance on the aerial pictures, the Marion Street Bridge does not overhang Musgrave Lane. No major work is anticipated on that side of the structure that would require occupying any part of the street with equipment. Temporary elimination of parking and some barricades would be appropriate while replacing handrail under Alternate 2, but no detour should be necessary.

As indicated in item 2, we would be very interested in the kind and amount of usage that the public makes of this area and how important the continued use during the construction period is felt to be.

ADO:cj

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 29, 1979
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section
Gary

TO: J. H. Versteeg
Engineering

SUBJECT: Section 4(f) Information Needs
Willamette River (Center & Marion Street) Bridges
Willamina-Salem Highway
Marion & Polk Counties

My staff has now met with local parks personnel several times in order to lay the groundwork for Section 4(f) and 6(f) requirements on the subject project. They have reached a point where answers are needed to several questions before they can proceed further. This information will also be needed for the DEIS.

I would appreciate answers to some of the ranges of options your section has provided for us previously. As you know, minimizing impact upon parkland will be an important consideration in our eventual Section 4(f) Statement. Our questions are as follows:

1. "In special cases, the right-of-way limits for a structure may be located at the outside edge of the facility; however, the desirable distance is 25 feet outside the edge of a structure."

   This appears to be a special case. Where will the right-of-way limits be set?

2. "A temporary easement 50 feet in width on each side of a proposed structure is desirable for construction of the facility plus an access road to and from the site."

   How wide an easement will be sought around the bridges? Can some of the immediate shoreline (the emergent gravel bars) be kept accessible to the public? Will access to the area under the bridges be the same as is now provided off Musgrave Lane?

3. "A contractor obtains his own storage area which may or may not be located at the project site."

   Can we limit potential contractor storage sites in the park (City of Salem parkland and OSHD leased parkland) to cleared land in the leased parcel between the bridges? This would include all the land under the bridges as well.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 29 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring up
Action

As one thinks about contractor requirements for project staging and material storage (equipment parking, employee parking, temporary office space, storage of new material, storage of old material, etc.) need for a large area becomes apparent. The peak of construction activity would also coincide with periods of maximum park use. Thus we would like to pin down the maximum allowable area of parkland available for contractor activities. Additional needs would have to be satisfied elsewhere.

4. Under Alternative 2, what would be done with construction on the north side of the Marion Street Bridge where it already hangs over Musgrave Lane? Would we propose a detour, more northerly, to remove and safeguard the public?

Thank you for your direction on these matters.

GAP:brl

cc: C. O. Fredrickson

STATE OF OREGON   INTEROFFICE MEMO

DEPT.   TELEPHONE

TO: Gary Potter, Manager
Environmental Section

DATE: April 9, 1979

FROM: W. L. Cranford
Bill
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street Bridges)
Willamina-Salem Highway, Marion and Polk Counties

According to our memo of April 2, 1979, attached is a Trip End Summary report that displays by transportation zone, the growth in two-way trips that cross the subject bridges between 1984 and year 2000.

The values in the columns of the attached Trip End Summary are defined below by column number.

1. Number of trips into zone.
2. Number of trips out of zone.
3. Number of trips wholly within zone (Intrazonal Trips).
4. Number of trips into plus trips out of zone.
5. Number of trips total for zone.
6. Number of total trip ends in zone (productions, plus attractions).
7. Number of trips beginning in zone (productions).
8. Number of trips ending in zone (attractions).

Also attached are maps showing the traffic assignment zones for the Salem Area Transportation Study.

We believe that this completes the work requested in your letter of March 23, 1979.

WLC:dpy

Attachments

cc: D. H. Moehring-w/o attach.
C. O. Fredrickson-w/attach.

81-125-1387

30

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

FROM: Walter J. Hart
Bridge Engineer Walter J. Hart

DATE: April 3, 1979

SUBJECT:
Center and Marion St. Bridges
Willamina-Salem Highway
Marion and Polk Counties
Bridges 123H and 7253B

Quick
[illegible]

In order to make an accurate preliminary study of the subject bridges, we need a 1" = 50' scale map showing the alignment and grades for the preferred alternate. This should include the west approach with the braided ramps and the east approach with its ramps. Also required is the grade and alignment for the detour at the west side, assuming eastbound traffic is detoured to Marion Street during construction of the Center Street Bridge. This can probably be put on existing base maps. We would like this as soon as possible.

Additional information that will be required before final design is done is a complete vicinity map including:

1. Cross sections of existing ground, both approaches and river.
2. Location of existing and proposed utilities on and off the bridges.
3. Location of the new alignment for the railroad.

JMT:dh

cc: C. O. Fredrickson

Versteeg ✓

RECEIVED
APR 04 1979
ROAD DESIGN
SECTION

81-125-1387

April 3, 1979
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

W.L. Cranford
Project Management

Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties
Salem, Oregon

It is unfortunate that we had a misunderstanding concerning the "induced" land use on the subject project. Von Hemmert and Richard McSwain met with us and we had a constructive meeting on (a) the purpose of the induced land use information, and (b) the appropriate level of detail. McSwain's and Von Hemmert's memo of April 2 is accurate. We feel that this is essentially the same request we made at the outset of the project. It is unfortunate that it took this long to arrive at this understanding.

I appreciate and share your concern about the limitations of transportation modeling. I would remind you that the induced land use is not the Environmental Section's requirements, but rather that of DEQ's indirect source rule.

In the time frame that I've outlined for the job, it appears that ODOT should anticipate as many problem areas as possible, in order to expedite these important projects.

If you have any additional comments, I would appreciate a meeting with you.

GAP:brl

cc: D. H. Moehring
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
APR 5 '79
REFER TO
FOR
Info Inves R/D D/R Ign Act File

STATE OF OREGON

INTEROFFICE MEMO

DEPT

TELEPHONE

TO: Gary Potter, Manager
Environmental Section

DATE: April 2, 1979

FROM: W. L. Cranford Bill
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street Bridges)
Willamina-Salem Highway, Marion and Polk Counties

Your March 23, 1979 memo was received. I am sorry that the "induced" land use information supplied in our March 2, 1979 report was unsatisfactory.

Your original January 2, 1979 request for data was quite comprehensive and not entirely clear. You will recall that both John Hanks and I expressed concern at the level of detailed work requested and the short time available to do it. During our meeting with you, I understood that the scale of work was to be cut back to meet the time available. I further understood that the approach our report took toward "induced" land use would be acceptable.

Subsequently, Von Hemmert discussed the work to be done with Tony George, who did not attend the first meeting where the work was discussed and the division of responsibilities was agreed upon. Von's understanding was that our approach toward "induced" land use would be responsive to the air quality analysis needs.

Apparently, such was not the case. Accordingly, I asked Von and Richard McSwain to meet with you and define specifically the work required. the result is the attached memorandum detailing the desired work as we understand it.

Transportation modeling has many limitations. I am not sure that I can agree that the proposed "induced" land use analysis will produce meaningful information that can be technically and logically supported. However, we will complete the work for you in the shortest possible time.

WLC:dpy

cc: D. H. Moehring
C. O. Fredrickson

RECEIVED
ENVIRONMENTAL
SECTION

APR 3 1979

Referred to Manager ______
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ______ File ______

STATE OF OREGON

INTEROFFICE MEMO

DEPT.

TELEPHONE

TO: FILES

DATE: April 2, 1979

Von Hemmert

FROM: Richard McSwain and Von Hemmert

SUBJECT: Meeting With Gary Potter, Tony George and Eb Engelmann of the Environmental Section Concerning Willamette River Bridge Projects

We met with Gary Potter, Tony George and Eb Engelmann of the Environmental Section on March 28, 1979.

The purpose of this meeting was to insure that we fully understand their request for information pertaining to the Willamette River bridge projects. The purpose of this memo is to document our understanding of what they need from the Urban Studies Unit. All discussion in the meeting concerned the "induced land use" item (3-d) in the January 2, 1979 letter from Gary Potter to L. E. George and Bill Cranford.

We are to produce a zone-to-zone table of the growth in trips crossing the bridges between the year of project completion and the year 2000. The year of project completion has been identified as 1984 by Tony George in a March 29, 1979 telephone conversation.

This is to be accomplished by the following steps:

(1) By select link analysis produce a zone-to-zone table of trips crossing the bridges in 1975.

(2) Produce a similar table for the year 2000.

(3) Subtract the 1975 table from the year 2000 table. The result will, in theory, be the growth in trips across the bridges from 1975 to year 2000.

(4) Factor this table by 16/25ths. This will, in theory, result in the portion of growth occurring in the 16 years between project completion (1984) and year 2000.

The Environmental Section will be supplied with a trip end summary report for the growth in trips that cross the bridges between 1984 and year 2000. The trip end summary report lists the number of trips into and out of each zone.

We estimate that the above work can be performed in two weeks.

RM:dpy

March 23, 1979
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

W. L. Cranford
Project Management

Willamette River (Center and
Marion Street) Bridges
Willamina-Salem Hwy.
Marion and Polk Counties

We have received your report transmitted on 3-2-79 and have reviewed it with respect to the various requests we made for information. With regard to the request for information on "induced" land use, we find the report unsatisfactory. It does not provide us with a specific quantified estimate of the induced land use as envisioned in our request for a comparison of select link traffic loadings, aggregated into subareas by traffic zones. It is now too late to make another request for the information and include it in the DEIS air quality report, without delaying the project. Therefore, we think we need to reschedule this request for completion within the next 6-8 months, and plan on incorporating the material in the FEIS prior to submitting for final approval.

GAP:TG:lb

cc: C. O. Fredrickson
L. F. George

bc: Eb Engelmann
Wally Frick

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 14, 1979
Salem, OR 97310

FROM: Walter Frick, Sr. Env. Engineer
Environmental Section
Walter Frick

TO: John Hanks
Project Analysis Engineer
Traffic Engineering Section

SUBJECT: Traffic Analysis Request
Willamette River (Center and Marion Streets Bridges)
Willamina-Salem Highway
Marion and Polk Counties

Please provide us information as in the February 27, 1979 analysis for the additional links included on the dotted outline of the attached map. In addition, provide us with traffic information for all links during the construction phase. The latter information is necessary because it is almost certain that the critical year from an air quality viewpoint will occur during construction due to excess construction activity and expected interrupted traffic patterns. We understand that the traffic analysis for the year 2000 will not include no-build information on the additional links requested.

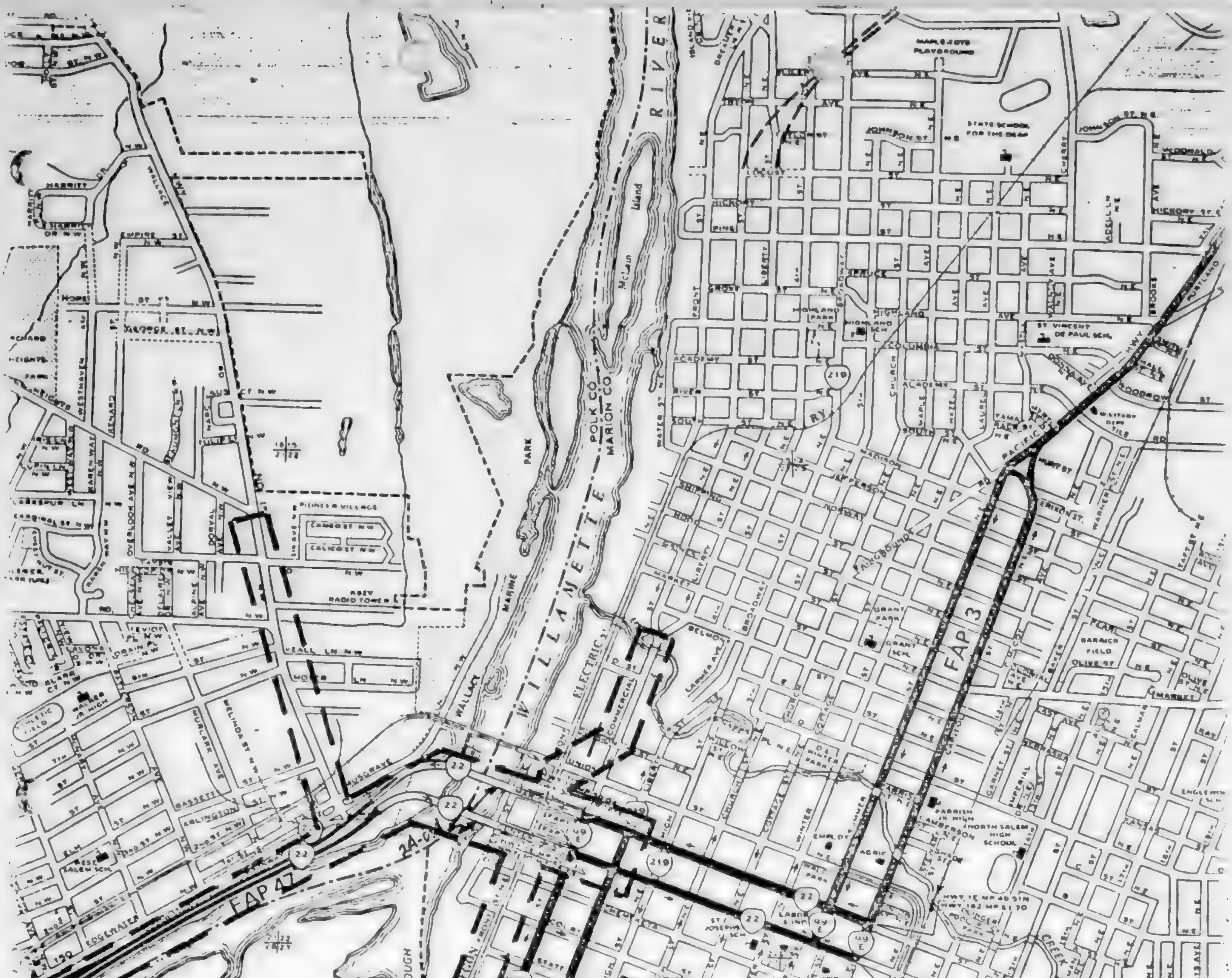
Thank you. I hope that this memo accurately reflects the findings we agreed to in our follow-up meeting of February 9, 1979.

WF:ss

Attachment

cc: Eb Engelmann

RECEIVED
[illegible]
[illegible]


WILLAMETTE RIVER
POLK CO.
MARION CO.
McLain Island
MARINE PARK
FAP 47
FAP 3
24-01
24-018
22
219
99 E
STATE SCHOOL FOR THE DEAF
ST. VINCENT DE PAUL SCH.
GRANT SCH.
PARRISH JR HIGH
NORTH SALEM HIGH SCHOOL
STATE CAPITOL
SUP. COURT
WILLAMETTE UNIVERSITY
NORTH SANTIAM HIGHWAY
MILL
RACE
THOMAS KAY HISTORICAL PARK
DEPOT
STATE SCHOOL FOR THE BLIND
MEMORIAL HOSPITAL
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
LESLIE JUNIOR HIGH
SHELTON
CREEK
SLOUGH
ISLAND
SLUDGE PONDS
PIONEER VILLAGE
KSLM RADIO TOWER
WALLACE
MUSGRAVE
EDGEWATER
ELECTRIC
COMMERCIAL
FRONT
CHURCH
WINTER
CAPITOL
SUMMER
BELMONT
MARION
JEFFERSON
HIGHLAND
HOOD
ACADEMY
SOUTH
MILITARY
PACIFIC
HUNT ST
SILVERTON
PORTLAND HWY
STATE
COURT
CENTER
LIBERTY
COMMERCIAL
HIGH
CIVIC CENTER
TOWNSEND WAY
HYDE
VICTORIA
RICHMOND SCH.
NO 167

Salem, Oregon
February 27, 1979

Gary A. Potter, Manager
Environmental Section

Willamette River (Salem)
Bridges

L. E. George
Traffic Engineer

As I discussed with John Hanks this date, this Section will need a traffic operations analysis of the 4 lane Marion and Center Street bridge alternative that routes traffic onto the Marion bridge while Center Street is being reconstructed.

Thank you for your recent timely submittal on the traffic projections for the project.

GAP:sz

cc: E. S. Hunter
W. L. Cranford
C. O. Fredrickson

E OF ORE ON

INTEROFFICE MEMO

DEPT

TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: April 3, 1979

NOTED
E. S. HUNTER

RECEIVED
ENVIRONMENTAL
SECTION
APR 4 1979

Referred to Manager
Proj. Coord. cy Res. Coord. c
Eng. Coord. cy Adm. Asst.
Sec. File

FROM: Bill
W. L. Cranford
Urban Studies Supervisor

SUBJECT: Willamette River (Center and Marion Street) Bridges
Willamina-Salem Highway
Marion and Polk Counties

On March 28, 1979 the Coordinating Committee (policy committee) of the Salem Area Transportation Study discussed the alternatives that should be studied for the subject project. A copy of the M-WVCOG memo is attached.

Eb c

E.S. Hunter

After discussion, there were some modifications to the alternatives. The concensus was that the following alternatives should be considered to the degree necessary in the EIS.

suggested numbering for alternatives

5 1. A wide two-way single bridge (8 lanes or more).

4 2. Two way travel on both Marion and Center Bridges (four lanes on Center and 3 lanes on Marion).

2 3. A 38 feet (three lanes; no pedestrians or bikes) one way Marion Bridge. Also, a 52 feet (three lane standard; four lanes optional) Center Street Bridge.

3 4. Two 52 feet (three lane standard; four lanes optional) one way bridges.

1 5. No build.

RECEIVED
TECHNICAL SERVICES
APR 13 '79
REFER TO
FOR

Info	Inves	R/C	D/R	Sign	Pct	File

The Committe was informed that Alternatives 1 and 2 were impractical due to traffic problems caused by two-way traffic at the intersections at the ends of the bridges. The Committee probably will not expect an exhaustive investigation of these alternatives.

Alternate 3 remains, at least somewhat, viable in the minds of the Committee. They understand that a 38 feet, three lane Marion Bridge would be inadequate for the currently forecasted 90,000 daily river crossings. However, they speculate that the forecast may be too high; that energy shortages, public transit, carpooling, etc., may reduce demand to make a 38 feet Marion Bridge acceptable.

The Committe was informed of the need for a four lane Marion Bridge to be used as a detour. There was little response to this issue. I believe that the Committee did not have enough information on this matter. As soon as more cost and financial information are avialable there may be additional reaction to this alternative.

At the close of the discussion, I asked the Committee if they had additional alternatives to suggest; there were none. There is no way to prevent another alternative from becoming necessary in the future. However, all parties at this time seem to be as close to agreement on alternatives as is probably possible.

WLC:dpy
Attachment

cc: Richard Knowles
Larry W. Rulien
Dave H. Moehring
Gary L. Potter

MEMORANDUM

TO: SATS Coordinating Committee

FROM: Byron Meadows BDm
Senior Transportation Planner

SUBJECT: Marion Street and Center Street Bridges Status Report

DATE: March 28, 1979

Background

The City of Salem and Marion County have submitted a Project Request for Federal Aid Interstate Transfer funds ($3.146 million) to widen Marion Street Bridge and construct two bridge ramps.

Recent Federal Legislation (the 1979 Surface Tansportation Act) has made Special Bridge Replacement funds available for construction of a new Center Street Bridge (approximately $25 million).

Both these projects have received FHWA approval and work has begun on the EIS and Preliminary Engineering. Because of the two bridges' function as a couplet, the EIS and Preliminary Engineering have been combined and are the responsibility of ODOT.

In generating alternatives to be studied in the EIS, it became apparent that three lane bridges would not carry the projected trips. The Year 2000 Transportation Plan analysis of the bridges showed a demand for 75,000 river crossings per day (both directions) in the Year 2000. The 75,000 Average Daily Trips (ADT) was based on population projections completed in 1976.

In developing the Comprehensive Plan new population forecasts were made in January 1978. The latest population projections had the advantage of hindsight on the housing boom that began in 1975. The Comprehensive Plan population projections for the Year 2000 would produce approximately 90,000 ADT on the two bridges. Three lane bridges would not be able to accommodate this traffic volume. Four lane bridges would be required in both directions.

Recent Federal law requires that all planning be based on the same basic data. The adopted Comprehensive Plan and its forecasts will be the control. The Transportation Plan will have to be updated to be compatible with the Comprehensive Plan.

Alternatives

The following bridge alternatives have been identified for the Center-Marion corridor; there may be other alternatives, but these are the ones generally discussed.

1. A wide (eight lanes or more) two-way single bridge.
2. Two-way travel on both Marion and Center Bridges (four lanes on Center, three on Marion).
3. A 38 foot (three lanes; no pedestrians or bikes) one-way Marion Bridge and a 52 foot (four lanes) Center Bridge.
4. Two 52 foot (four lane) one-way bridges.
5. No build.

There are traffic operation problems with all but Alternative 4. However, there is a funding problem with Alternative 4 -- a four-lane Marion Bridge costs about double the cost of a three lane bridge. Compared to the original allocations of I-305 Transfer and matching funds, it is possible that a shortfall of more than three million dollars could occur. Adequate funding for the Center Street Bridge seems assured. ODOT and FHWA are presently working on ways to reduce the shortfall for Marion Street Bridge.

ODOT has begun the EIS and is pursuing a very abmitious deadline of Fall 1979 to have a Draft available. The Project Citizens Advisory Committee (PCAC) has been selected and had its first meeting on March 20, 1979.

BM/cah

1982 Will. R. (Center St.) Br. 9541
Sec. on the Willamina-Salem Hwy. in
Salem. #1

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1979

In Reply Refer to
File No :

Richard F. Malm, Captain
Chief of Staff, 13th Coast Guard District
915 - 2nd Avenue
Seattle, WA 98174

RE: Willamette River (Center and Marion Streets) Bridges
Willamina-Salem Highway
Marion and Polk Counties

Dear Captain Malm:

I am writing to invite your early participation in the development of the subject project. The project presently proposes to replace the Center Street Bridge and to widen the Marion Street Bridge. Both are to be combined into one EIS that is currently under preparation.

Our current schedule calls for the completion of a preliminary draft of the EIS early this summer, followed by final release and scheduling of a public hearing later this fall. When the preliminary DEIS is complete, I will send you a copy so that the Coast Guard can review and provide input to the document.

I am also enclosing copies of the project assessments and correspondence between FHWA and the Department of Transportation. You may wish to review and comment on this material. The assessments should give your staff appropriate background for the projects.

If you have any questions, please contact me. We will look forward to working with you and receiving your input to the draft environmental statement.

Very truly yours,

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310
Telephone: 378-8486

RECEIVED
TECHNICAL SERVICES
MAR 3 0 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GAP:brl

cc: G. L. Green, FHWA

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

NOTED
H. S. COULTER

DATE: March 7, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Emergency Plans for Bridge Closures
Marion and Center Bridges
Salem

The Emergency Operations Plan for the Marion Street Bridge has been reviewed. The following are the Traffic Section's comments:

1. Those steps requiring traffic direction at critical intersections, e.g., Commercial at Marion under Step II, A, 1; C, 2, Center Street Bridge and Step II, B, 2, Marion Street Bridge, should require the use of two people instead of one. It is impossible to handle the traffic direction with one person.
2. The plan has no specific procedure for rapidly clearing out one lane closures. This has been the problem in the past several times that the Center Street Bridge has been closed.
3. I would recommend that the plan be publicized to inform the public that the State and City have an interim emergency plan until the bridge reconstruction has been completed.

L. E. George
Traffic Engineer

LEG:ds

RECEIVED
STATE HWY ENGR
MAR -~~8~~12 '79
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

Modify plan if so as appropriate.—

CLOSURE OF CENTER STREET BRIDGE

This plan is considered a minimum to first establish the required traffic diversion by manpower and later to relieve as many men with traffic control signs and barricades. Many additions and changes may be necessary for extended use of this plan.

STEP I - Notification	Telephone
A. Public Works Department and City Sign Shops	588-6008
B. Salem Fire Department	588-6245
C. Teletypes to:	
1. Oregon State Police	
2. Polk County Sheriff's Department	
3. Independence Police Department	
4. Dallas Police Department	
D. Willamette Ambulance	399-0484
E. KDVO - Channel 3	
F. Radio Stations:	
1. KBZY	364-6748
2. KSLM	364-8433
3. KCCS	364-1000
4. KGAY	581-1430
5. KROW	623-3990 399-1460
G. Highway Division - Region II	378-2626
H. City Signal Shop	588-6309 588-6311
I. Off-Duty officers and personnel as needed	

STEP II - Personnel Deployment for Re-Routing Traffic onto Marion Street Bridge

A. Four men needed at foot of Marion Street Bridge to begin movement. A fifth man will move across bridge with traffic to Rosemont and stand by. A sixth man will move across the bridge with traffic to the Edgewater offramp (Capitol Manor) and stand by. Movement will then begin. The sixth man shall direct all eastbound traffic off onto the exit ramp at Edgewater.

   1. One to direct traffic at Commercial and Marion Streets
   2. One at crest of bridge traveling west (near Water Street)
   3. One man near center of span
   4. One man at "Y" of Edgewater exit and freeway (this man may drive over and use car in area for communication and mobility later)

B. When fifth and sixth men have reached their stations and four men are in position on bridge, officer at Marion and Commercial shall STOP traffic from entering the south lane of the bridge. Each man along the span will keep this lane clear. As the last cars allowed in the south lane pass the Rosemont exit, the officer at that location shall direct vehicles to enter the exit ramp, proceed east and across the south side of the Marion Street Bridge.

C. Next three key positions to be manned should be:

   1. Wallace and Edgewater Streets
   2. Second officer at Marion and Commercial Streets to assist (when traffic starts east and west both in this intersection, it will be extremely difficult for one man)

D. After this detour is in operation, the traffic trapped between Edgewater Interchange and Center Street Bridge on Oregon 22 can be directed off on the normal Rosemont entrance ramp and can re-enter Oregon 22 on the Rosemont exit ramp

STEP III - Material Deployment (Assuming that change is already under control by officers)

A. Marion and Commercial Streets: 36 barricades dropped off for Commercial. Truck then start up bridge with cones at 50 ft. intervals. Place "Keep Right" and "Two Way Traffic" signs on incline starting west on bridge from intersection. Sandbag signs. Continue cones to "Y" of Edgewater exit and freeway and increase frequency of cones to 15 ft. intervals. When approaching this "Y", place "Keep Right" and "Two Way Traffic" signs for eastbound traffic. Sandbag signs.

B. Wallace and Edgewater Streets: 10 barricades to block entrance ramp to bridge and merge southbound Wallace Road into one lane. "Right Turn Only" sign for southbound Wallace Road traffic.

C. Edgewater and Rosemont Streets: 10 barricades to control traffic onto Rosemont exit and prohibit usage of normal entrance. "Detour" sign for eastbound traffic pointing into normal exit ramp of Rosemont Street. (Arrow of sign pointing to the right when facing sign). "No Left Turn" sign left, used at discretion of officer. Wallace Road traffic will need to make left turn at this point.

D. Edgewater Exit and Freeway Entrance: 50 barricades to route traffic into Edgewater exit. Following signs to begin a minimum of 1000 ft. from barricades at 200 ft. intervals in this order:

1. "Caution"
2. "Slow"
3. "Prepare to Stop"
4. "Detour"
5. "Keep Right" (just before barricades begin)

STEP IV - Summary of Needed Materials (Sign Shop Loading List)

A. Barricades - 106

B. Cones - 320

C. Signs:

3 "Keep Right" signs
2 "Two Way Traffic" signs
1 "Right Turn Only" sign
1 "No Left Turn" sign
2 "Detour" signs
1 "Slow" sign
1 "Prepare to Stop" sign
1 "Caution" sign

D. Sandbags - 8 (use on signs placed on bridge)

E. Flarepots - 50 (interspersed with barricades and cones if closure is to remain in effect during darkness - replace with Cantels with flashers as soon as practical).

CLOSURE OF MARION STREET BRIDGE

This plan is considered a minimum to first establish the required traffic diversion by manpower and later to relieve as many men as possible with traffic control signs and barricades. Many additions and changes may be necessary for extended use of this plan.

STEP I - Notification	Telephone
A. Public Works Department and City Sign Shop	588-6008
1. Order emergency equipment	
B. Salem Fire Department	588-6245
C. Teletypes to:	
1. Oregon State Police	
2. Polk County Sheriff's Department	
3. Independence Police Department	
4. Dallas Police Department	
(Request coverage at west end of freeway)	
D. Willamette Ambulance	399-0484
E. KVDO - Channel 3	
F. Radio Stations:	
1. KBZY	364-6748
2. KSLM	364-8433
3. KCCS	364-1000
4. KGAY	581-1430
5. KROW	623-3990 399-1460
G. Highway Division - Region II	378-2626
H. City Signal Shop	588-6309 588-6311
I. Off-duty officers and personnel as needed	

STEP II - Personnel Deployment for Re-Routing Traffic onto Center Street Bridge

A. First man at Marion and Commercial Streets to direct traffic and block bridge entrance.

B. Four men needed to start next movement across Center Street Bridge

1. Direct traffic at Commercial and Center Streets.

2. Three officers to start up bridge in north lane (facing traffic) and force oncoming traffic into south lane. Officer at intersection should immediately start vehicles behind patrol unit and keep solid line of vehicles behind patrol escort.

3. One officer to drop off near center of bridge span to control any attempted lane changes on bridge.

4. When approaching Edgewater and Wallace Road entrance and oncoming traffic, escort car and officer stop and hold traffic while last officer moves ahead on foot (if necessary) to stop traffic at Edgewater and Wallace Road from entering the bridge ramp. When clear, officer holding westbound traffic will direct on through and maintain position at "Y" on entry ramp and freeway merger.

STEP III - Material Deployment

A. Marion and Commercial Streets: 5 barricades and 1 "Detour" sign to block bridge.

B. 400 Commercial Street: 20 barricades to block off traffic lane onto Center Street Bridge.

C. Center Street Bridge: place cones at 50 ft. intervals starting from Commerical and going west. Place signs "Keep Right" and "Two Way Traffic" for westbound traffic when starting west on bridge. Sandbag these signs.

D. Edgewater and Wallace Road: 10 barricades to block entrance to normal Marion Street exit and to make one lane for southbound traffic on Wallace Road. "Right Turn Only" sign for southbound traffic on Wallace Road. "Do Not Enter" sign at Edgewater entrance to freeway for eastbound traffic which might happen on Fdgewater.

E. Edgewater and Murlark: Edgewater will be one way from Wallace Road west to Murlark. Barricades will merge traffic back inot one lane for two-way traffic west of Murlark. For eastbound traffic on Edgewater, barricades will prevent east travel on Edgewater with detour signs pointing north on Murlark.

NEEDED: 7 Barricades
1 "Detour" sign
1 "Right Turn Only" sign
1 "Form One Line" sign
1 "Two Way Traffic" sign

F. Edgewater and Rosemont: 5 barricades to close off ramp of freeway to prevent anyone reaching the disabled bridge. One "No Left Turn" sign left for westbound traffic on Edgewater to be used at discretion of officer.

STEP IV - Summary of Needed Materials (Sign Shop Loading List)

A. Barricades - 47

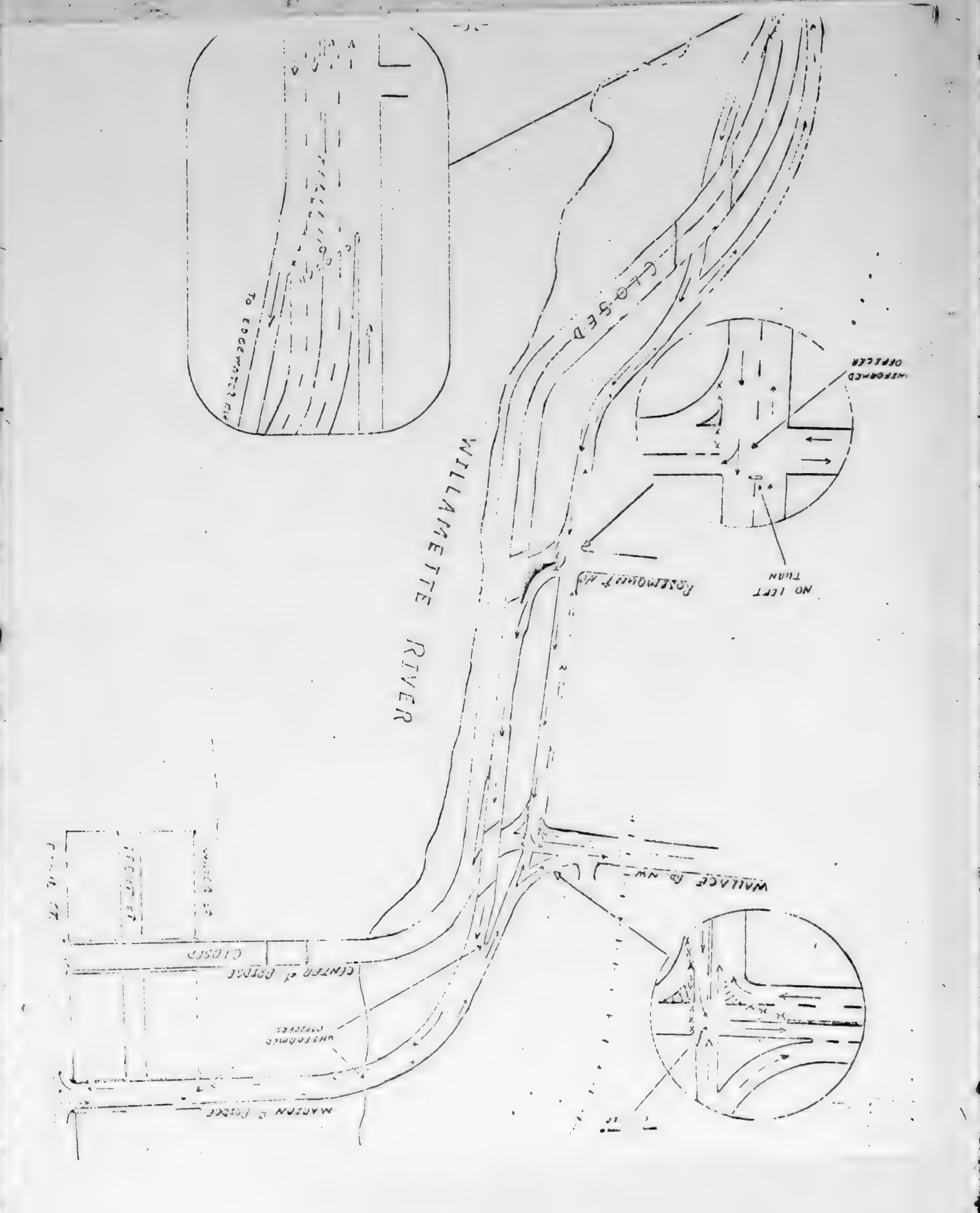
B. Cones - 340

C. Signs:

2 "Detour" signs
3 "Two Way Traffic" signs
2 "Keep Right" signs
2 "Right Turn Only" signs
1 "Do Not Enter" sign
1 "Form One Line" sign

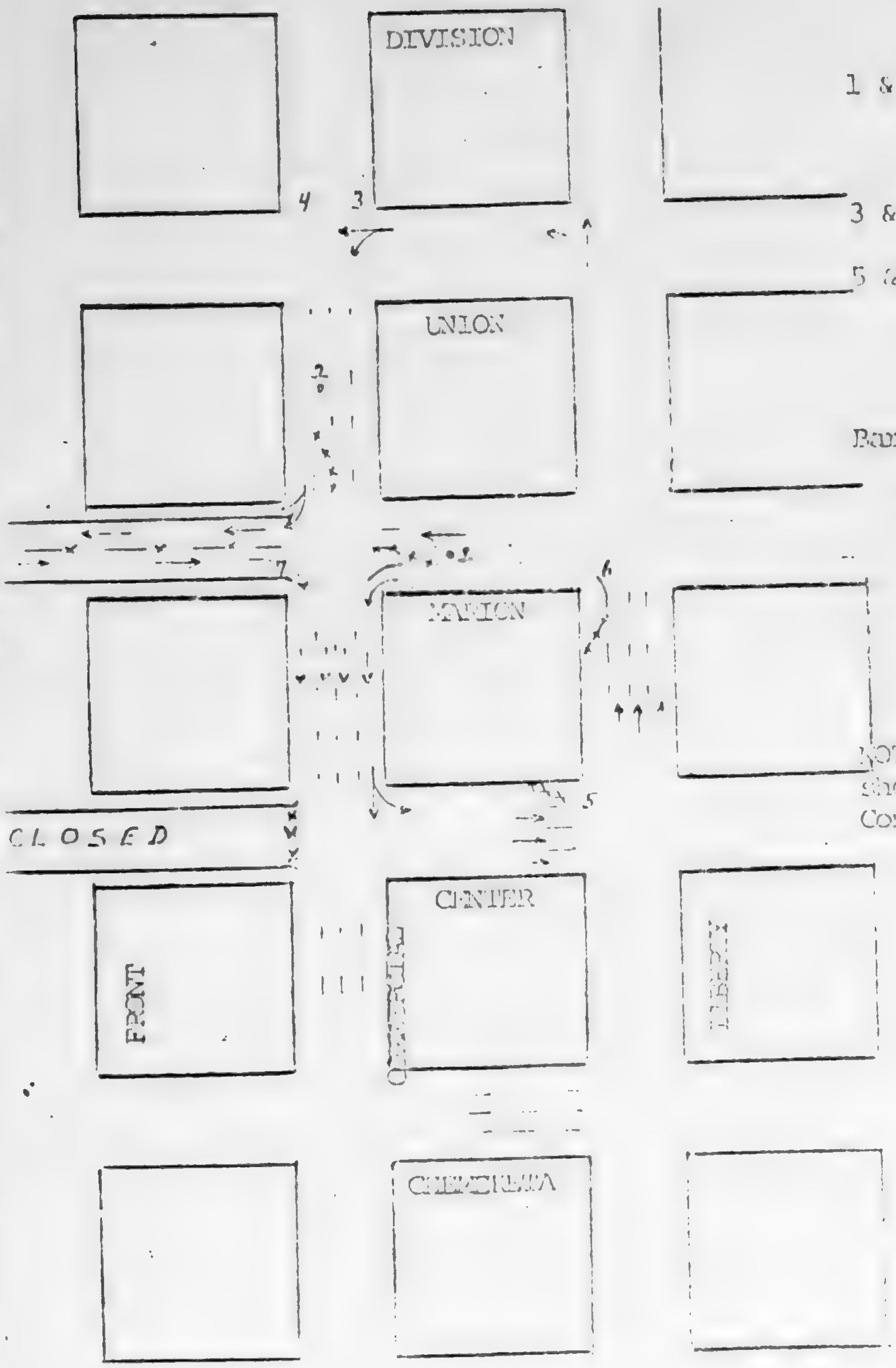
D. Sandbags - 8 (use with signs on bridges).

E. Flarepots - 30 (use with barricades if closure to remain in effect after darkness - replace with Cantels with flashers as soon as practical).

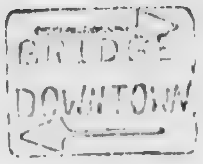

TO EDGEWATER ST
CLOSED
CLOSED
WILLAMETTE RIVER
UNIFORMED OFFICER
NO LEFT TURN
ROSEMOUNT RD
WALLACE RD NW
CLOSED
CENTER ST BRIDGE
UNIFORMED OFFICERS
MARION ST BRIDGE

CLOSURE OF CENTER STREET BRIDGE

Downtown Traffic Pattern


DIVISION
4
3
UNION
2
7
6
MARION
5
CLOSED
CENTER
FRONT
COMMERCIAL
LIBERTY
CHEMEKETA

1 & 2:


BRIDGE
DOWNTOWN

3 & 4: Portable stop signs

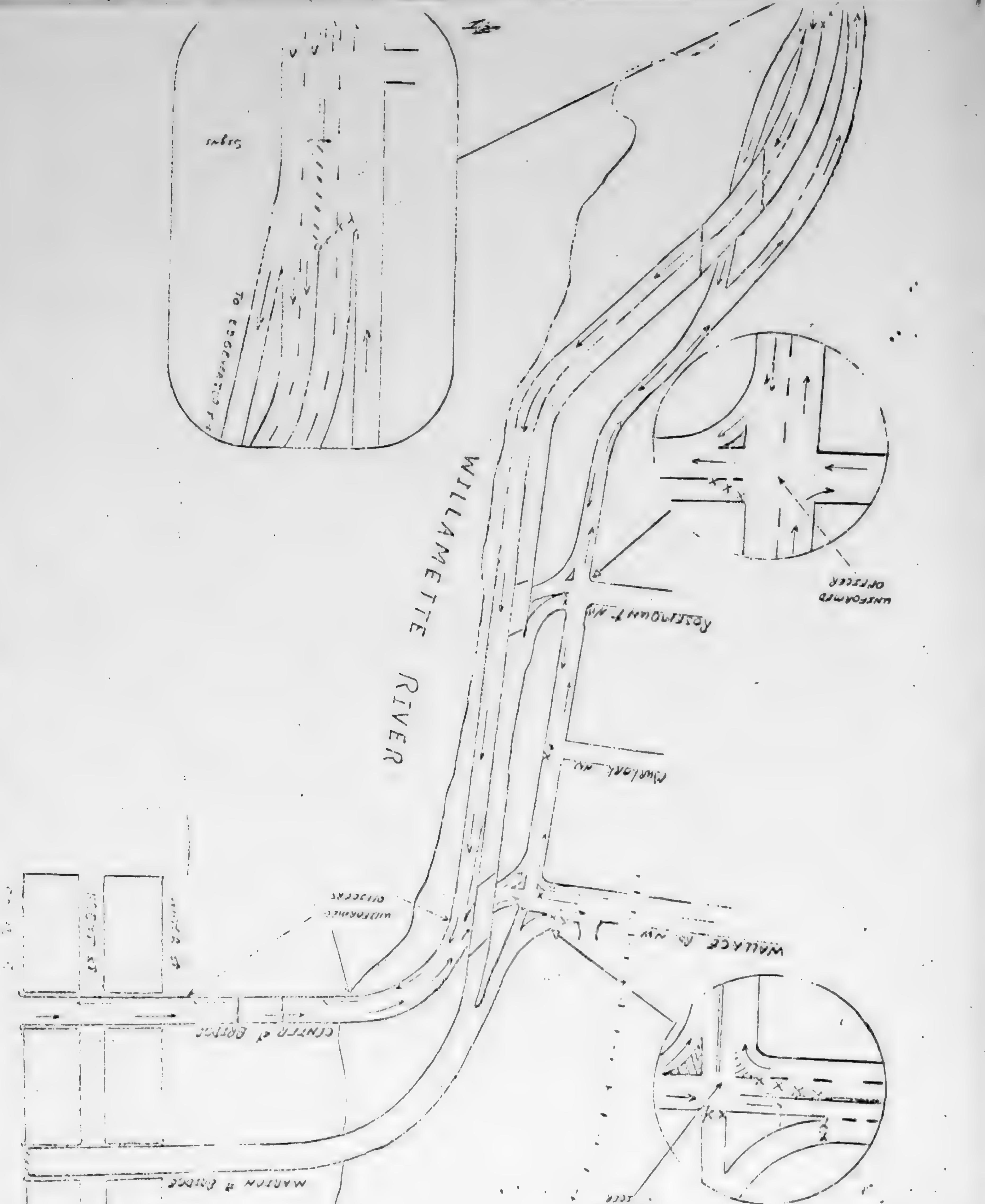
5 & 6: "No Left Turn"

7: "Right Turn Permitted Without Stopping"

Barricades:

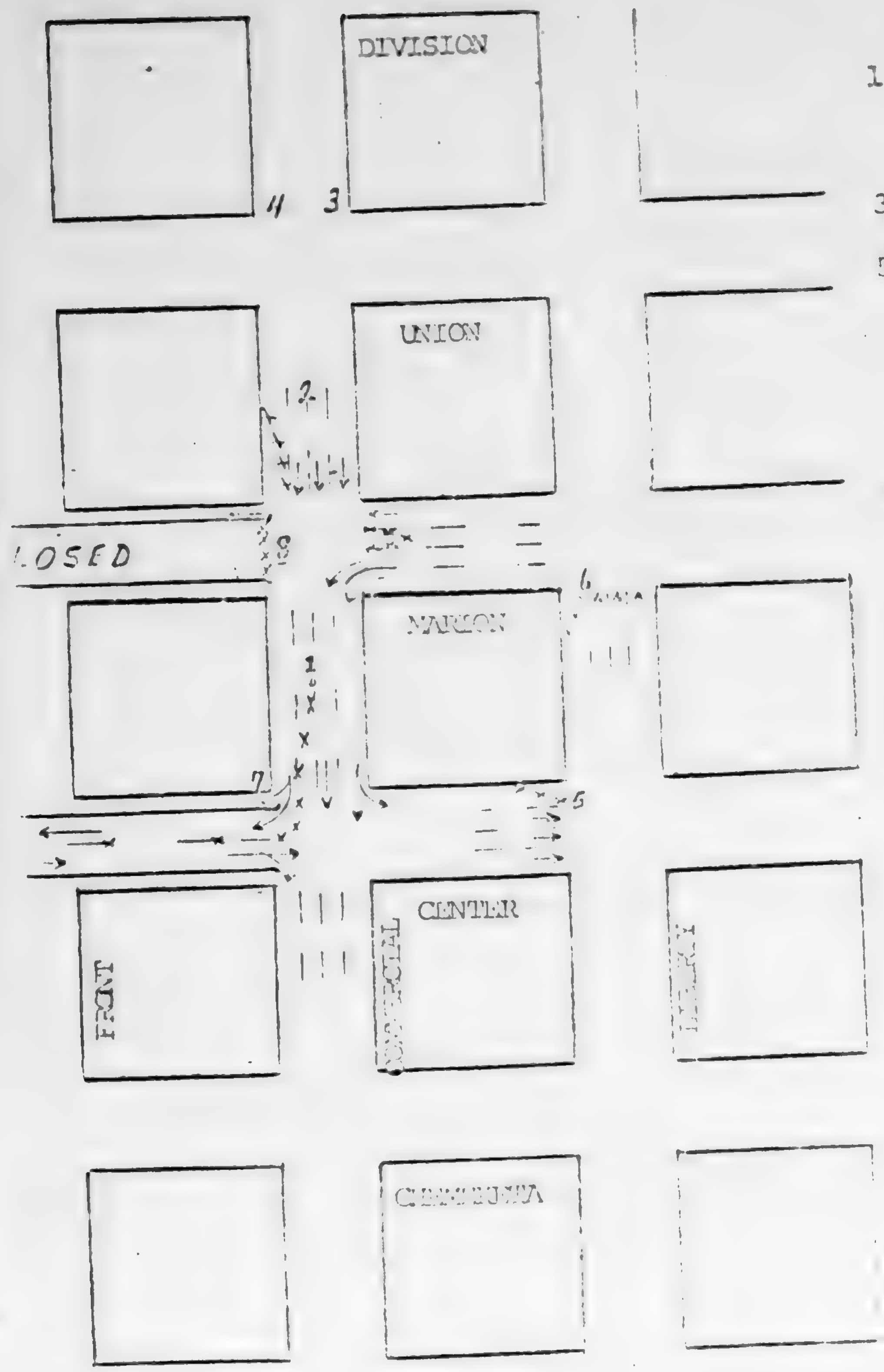
Center & Liberty	5
Liberty & Marion	5
300 Marion	15
500 Commercial	15
700 Commercial	36
TOTAL	76

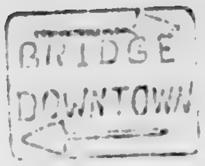
NOTE: Signals at Commercial and Center should be off or on flash amber for Commercial Street.

WILLAMETTE RIVER
Signs
TO EDGEWATER ST
UNIFORMED OFFICER
ROSEMOUNT NW
MURLARK NW
WALLACE RD NW
UNIFORMED OFFICERS
CENTER ST BRIDGE
MARION ST BRIDGE

CLOSURE OF MARION STREET BRIDGE

(Re-route to Center Street)


DIVISION
UNION
MARION
CENTER
CHEMEKETA
FRONT
COMMERCIAL
LIBERTY
LOSED
1
2
3
4
5
6
7
8

1 & 2: 
BRIDGE
DOWNTOWN

3 & 4: Portable stop signs

5 & 6: "No Left Turn" or "No-Turn"

7: "Right Turn Permitted Without Stopping"

8: "Detour"

Barricades:

Liberty & Marion	5
Center & Liberty	5
Commercial & Marion	5
300 Marion Street	15
400 Commercial	20
TOTAL	50

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: November 28, 1978

11/28
REFER TO
C O Fredrickson
BY STATE HWY. ENGR.
your recommendations please
How are emergency operation plans coming?
HSC

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street Bridge
Willamina-Salem Highway
Polk County

Several weeks ago, we discussed the matter of traffic operations on and west of the Center Street Bridge. At that time, we decided to update both accident and traffic volume data and to analyze the effect on the traffic stream of merging two lanes into one west of the bridge approach.

The original transmittal and the updated traffic information are attached. The accident history for the past three and one-half years is not severe. The six rear-end accidents indicate capacity problems with "stop and go" driving. Assuming only one-half of the accidents have been reported, the history still would not be alarming for the conditions that exist.

The increase in volumes over the last three years has been great in magnitude. A comparison is shown.

RECEIVED
TECHNICAL SERVICES
NOV 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

	ADT 1975	ADT 1978
Salem-Dallas Highway Approach	9,250	13,800
Eastbound Bridge Approach	9,100	10,200
Wallace Road (Two-Way)	14,400	17,800
Edgewater Street (Two-Way)	7,000	6,600
Center Street Bridge	18,350	24,000

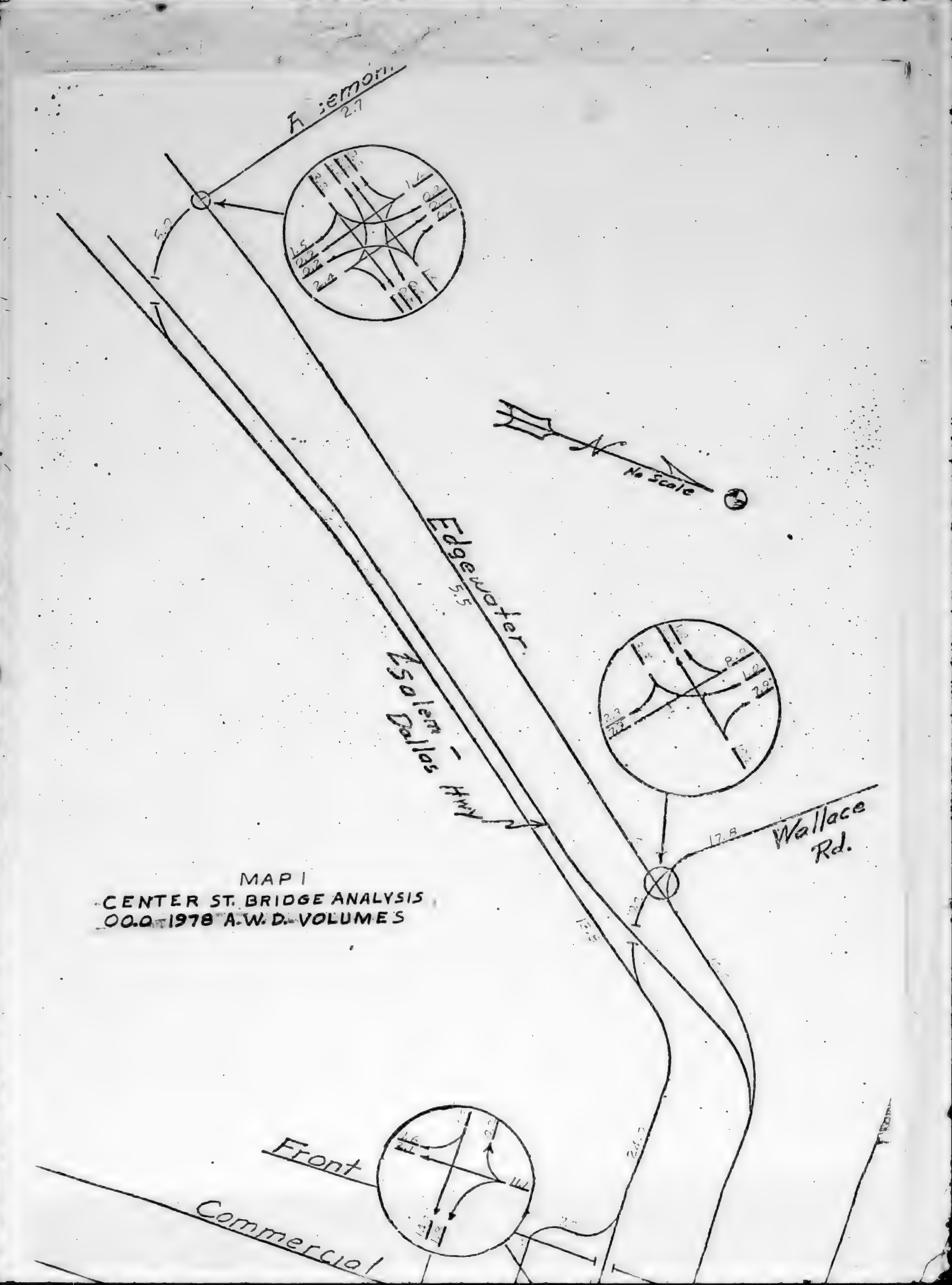
Service levels were computed for the various critical locations as shown on an attached map. These service levels indicate that the volume increases have resulted in congestion and delay when any event occurs on the bridge.

The unbalanced volumes occurring on the Salem-Dalles Highway approach and on the Wallace Road approach are creating part of the delay problem for Wallace Road. The critical factor causing delay problems for both approaches is the weaving section between the west bridge approach and the Front Street off-ramp. The forced merging of the two eastbound ORE22 lanes will not backup a greater number of vehicles. It may make the line longer since the available lane storage will be reduced.

It is still the recommendation of this office that the forced merging on ORE22 be implemented.

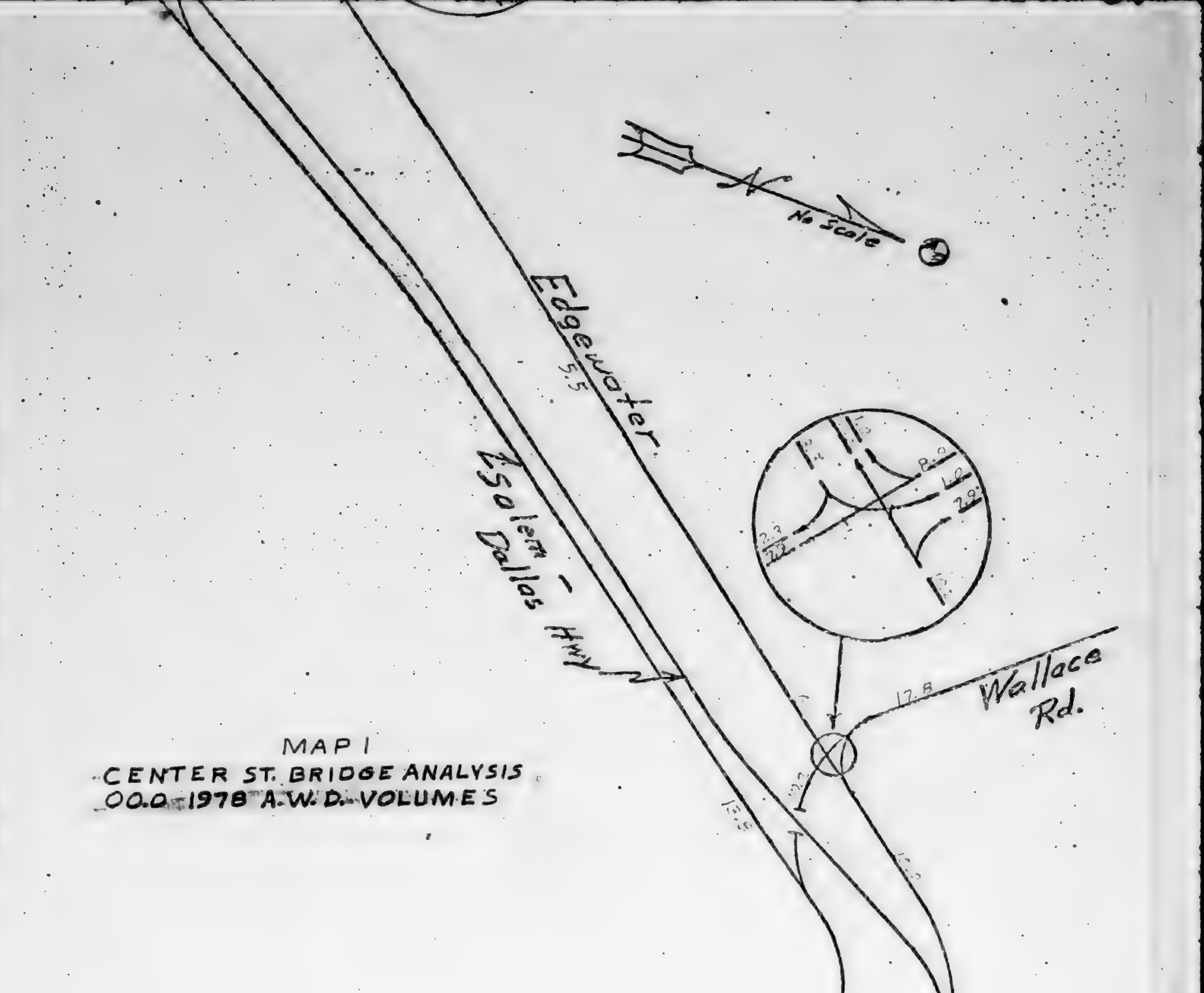
L E George
L. E. George
Traffic Engineer Supervisor

LEG:cs ds
cc: F. B. Klaboe
E. S. Hunter
C. O. Fredrickson
R. A. Kuehn
D. R. Weaver

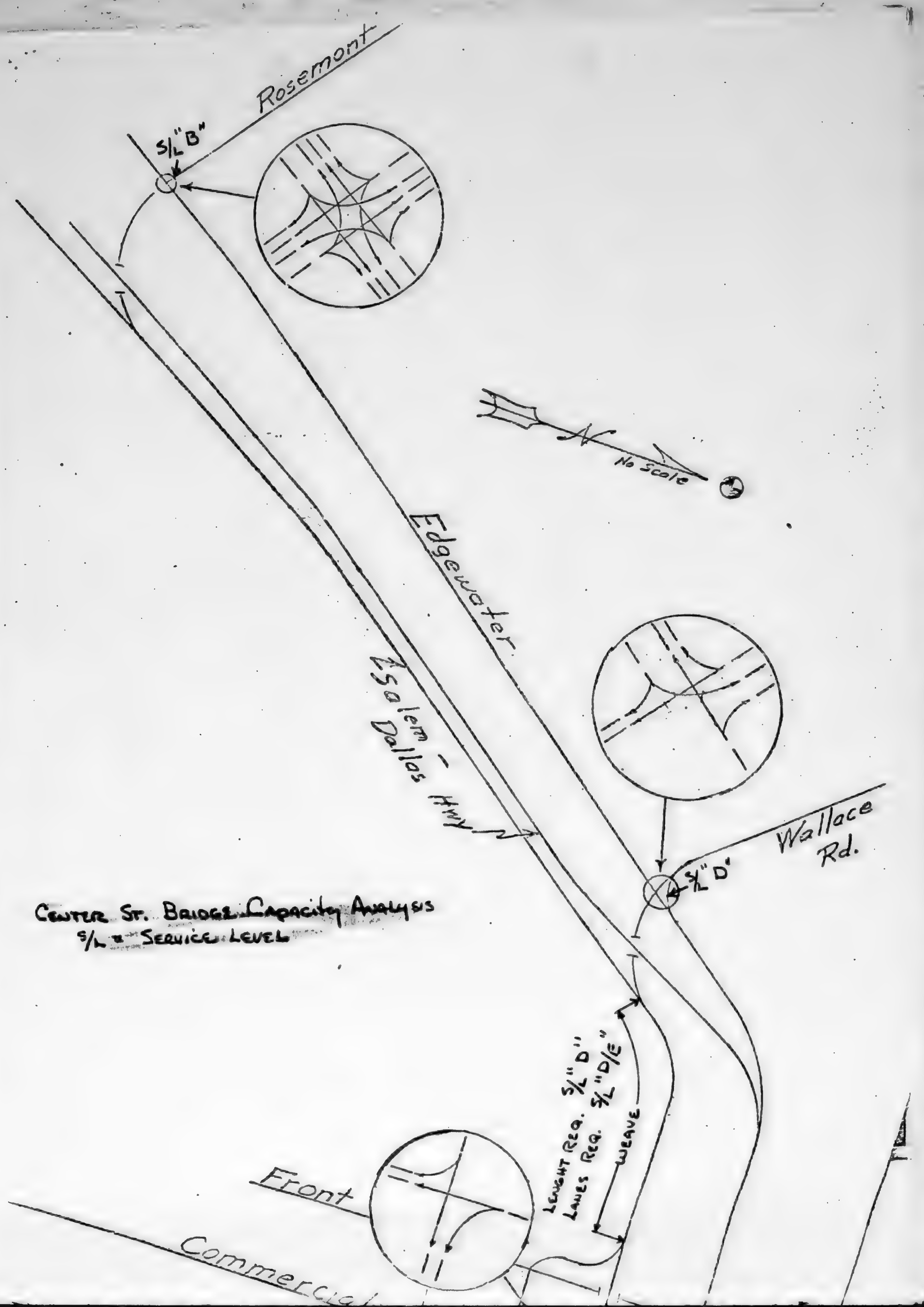


F emont
2.7
5.0
N
No Scale
Edgewater
5.5
Salem - Dallas Hwy
Wallace Rd.
17.8
12.8
Front
Commercial

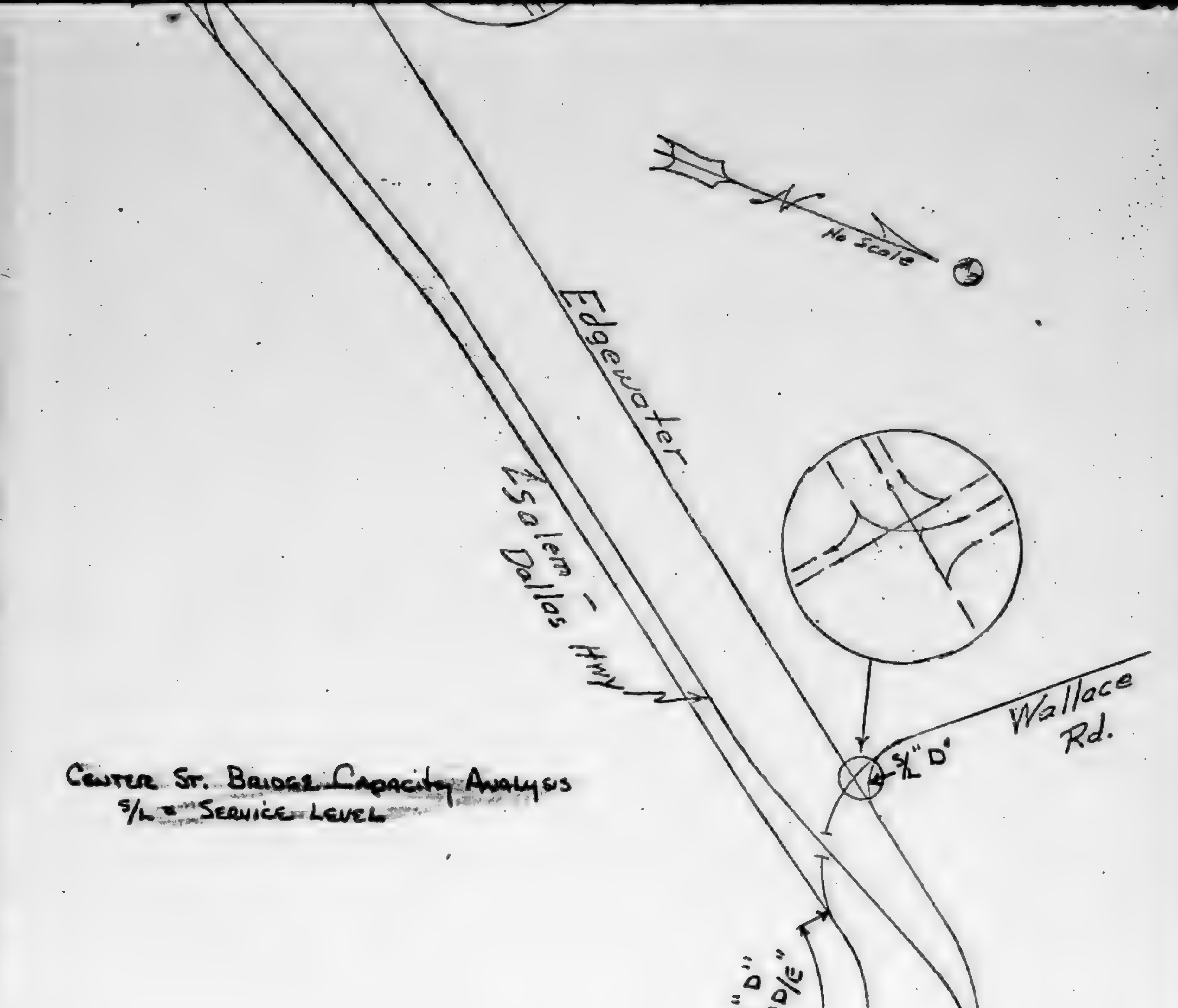
MAP 1
CENTER ST. BRIDGE ANALYSIS
00.0 - 1978 A.W.D. VOLUMES


N
No Scale
Edgewater
5.5
Salem - Dallas Hwy
Wallace Rd.
17.8
Front
Commercial
Liberty
High
10.7
2.3
8.0
1.0
2.9

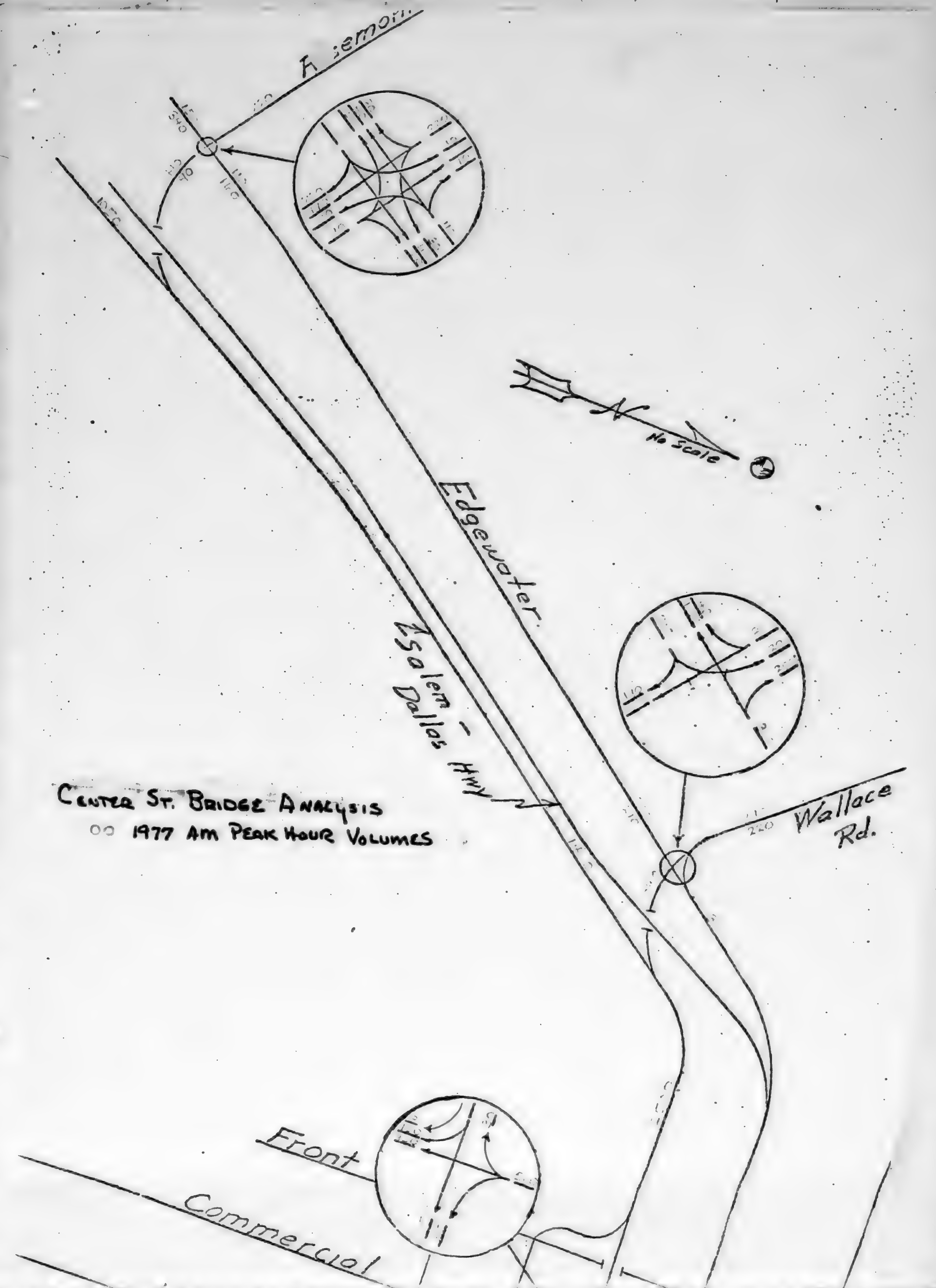
MAP 1
CENTER ST. BRIDGE ANALYSIS
00.0-1978 A.W.D. VOLUMES


Rosemont
S/L "B"
N
No Scale
Edgewater
Salem - Dallas Hwy
Wallace Rd.
S/L "D"
Lenght Req. S/L "D"
Lanes Req. S/L "D/E"
Weave
Front
Commercia

CENTER ST. BRIDGE CAPACITY ANALYSIS
S/L = SERVICE LEVEL

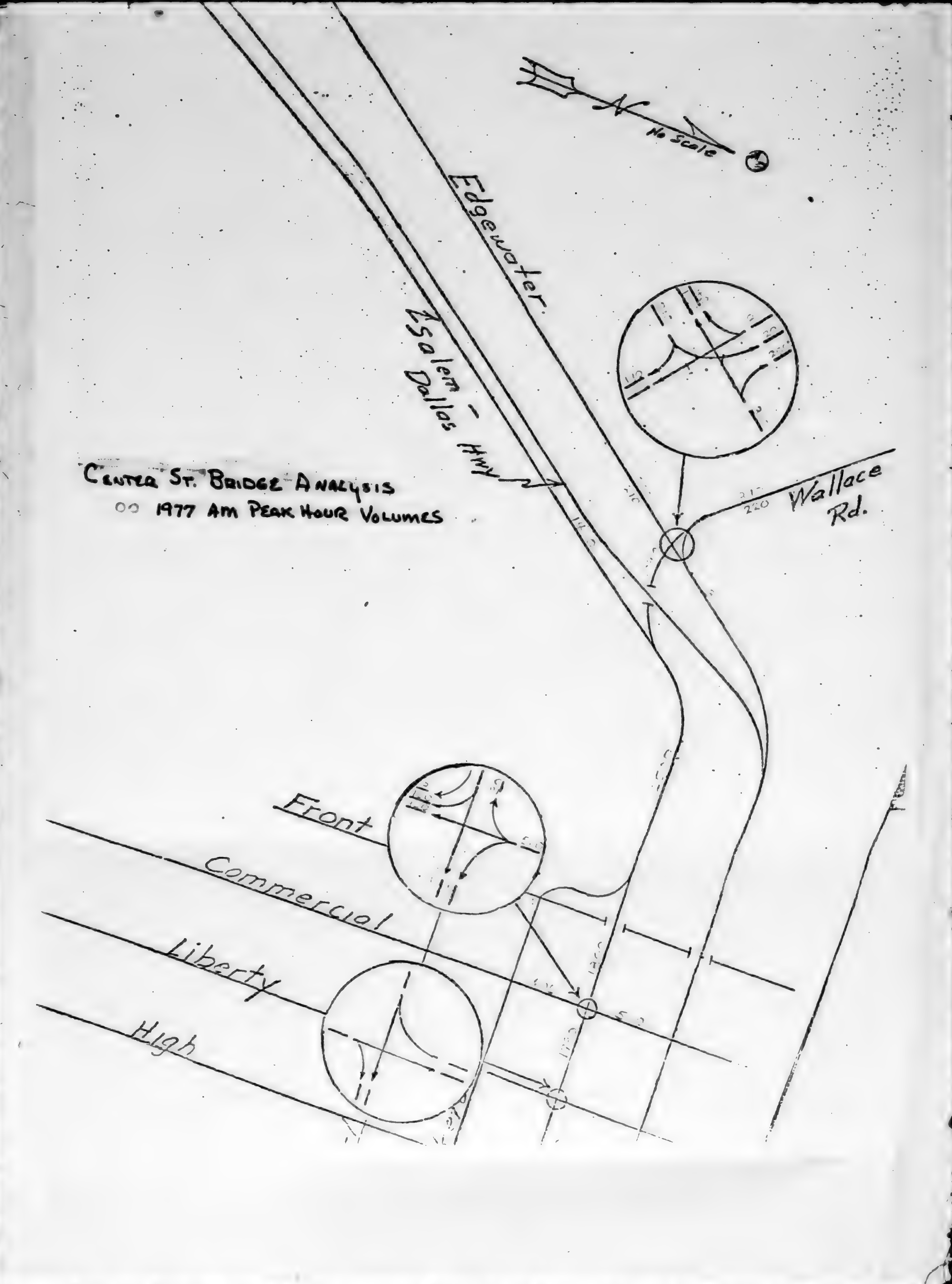

CENTER ST. BRIDGE CAPACITY ANALYSIS
S/L = SERVICE LEVEL

N
No Scale
Edgewater
Salem – Dallas Hwy
Wallace Rd.
S/L "D"
LENGHT REQ. S/L "D"
LANES REQ. S/L "D/E"
WEAVE
Front
Commercial
Liberty
High
S/L "C"



Rosemont
N
No Scale
Edgewater
Salem - Dallas Hwy
Wallace Rd.
Front
Commercial

CENTER ST. BRIDGE ANALYSIS
1977 AM PEAK HOUR VOLUMES



CENTER ST. BRIDGE ANALYSIS
1977 AM PEAK HOUR VOLUMES

N
No Scale
Edgewater
Salem - Dallas Hwy
Wallace Rd.
110
20
220
210
Front
Commercial
Liberty
High

STATE OF OREGON

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 16 '78
REFER TO
L E George — Follow up as discussed
HSC

TO: H. S. Coulter
State Highway Engineer

DATE: October 13, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street Bridge
Willamina-Salem Highway
Polk County

① Accident data
② Current count data
③ Capacity analysis

For the past several years, this office has received intermittent complaints about the west approach to the Center Street Bridge in Salem. The majority of these complaints involved the refusal of eastbound traffic to merge into one approach lane prior to the arriving at the structure. A significant number of vehicles wait to merge until they are on the bridge while some never do but instead move over into the left-hand bridge lane.

The morning of Wednesday, October 11, a series of stalled motor vehicles on the bridge during the morning rush hour backed traffic up several miles to the west. This resulted in a new series of telephone call complaints about the emergency direction of traffic by the Salem Police.

I am attaching our file copy of a proposal made by this office two years ago. At that time, Mr. Klaboe was reluctant to initiate the proposed work. Although bridge improvements are in the future, I believe that we must take some interim action to make whatever improvement is possible because any bridge improvement is still far in the future. The proposed plan will relocate the merge area to a place that will not cause as much interference to traffic flow.

Almost as critical is the need for an emergency operations plan between the City and the State. One has never even been discussed. I would suggest that the parties involved with the State and City formulate emergency operating procedures and responsibilities for the following:

1. Cargo spill removal.
2. Hazardous cargo spill removal.
3. Accident and debris removal.
4. Emergency control and direction of traffic under Items 1 through 3.
5. Emergency bridge closure for one or both bridges.
6. Movement of emergency medical and fire equipment.

Expand current accident info.
involving problem
Emergency operations
should be made.
[illegible] plans a copy of
Interstate Bridge for info.

If you and Mr. Klaboe approve, I will prepare a plan transmittal for your use.

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachments

cc: F. B. Klaboe   R. A. Kuehn
E. S. Hunter   David R. Weaver

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-TQF-47(9)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90024

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO [illegible]
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-22-79

FEDERAL ROUTE NUMBER Primary 47

STATE ROUTE NUMBER Primary 30

GENERAL LOCATION:
Willamette River (Center St.-Salem) Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 2-28-79 this will confirm my advance approval of a program change for the subject project effective 2-22-79 as follows:
[1] Project Number: Change to read "BRF-TQF-47(9)"; [2] Appn. Code: Add "119";
[3] Class of Federal Funds: Change to read "...& Bridge Replacement (Discretionary (Fund)"; [4] Estimated Project Cost by Phases: Change to read...

Appn. Code	TEC	FF	SF	Pro Rata
119	$900,000	$720,000	$180,000	80.0%
124	$ 5,000	$ 4,400	$ 600	88.1%
TOTAL	$905,000	724,400	$180,600	

This action will involve an increase in estimated total cost of $650,000 with an increase in Federal funds of $499,800. Based on money value of which Bridge Replacement Discretionary Funds is firm, any cost prior to February 22, and any additional cost over and above will be financed with Transition Quarter Funds.

DATE 2-28-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1979

NOTED
E. S. HUNTER

Mr. Richard L. Knowles
Transportation Coordinator
Mid-Willamette Valley
Council of Governments
400 Senator Building
220 High St. N.E.
Salem, OR 97301

Dear Dick:

The enclosed report is intended to keep our Administration informed of the progress of the Salem bridge projects. It occurs to me that the information may be of value to others. You may want to bring the report to the attention of the Technical Advisory Committee.

A tight time schedule has been set toward completing an Environmental Impact Statement (EIS) covering both bridges. I am sure that both you and I support moving the projects forward as rapidly as possible, and doing nothing that would delay the EIS. However, it seems reasonable that in a parallel time frame we can communicate the impacts (number of required lanes) due to changes in population forecasts. Furthermore, everyone involved should be aware of the funding implications, including the ray of hope that Special Bridge Replacement funds will largely take care of the added needs for the Marion Street Bridge.

The funding issues are such that resolution will likely be required above your or my level. However, you and I can act as resources to the decision makers. I would be happy to informally meet with any person or group needing additional information.

It should be understood that firm figures as to costs, savings, possible shortfall, etc., are not available at this time. All we can provide is the best information that we have and continually update estimates as construction plans and better information becomes available. Such a situation is often difficult for people to understand; I have never found an entirely satisfactory solution to this problem.

It is my hope that local officials can concur in the alternatives to study, or guide us toward those additional alternatives that are really necessary. The goal of getting the bridges built and not studying the situation to death should be kept firmly in mind.

RECEIVED
TECHNICAL SERVICES
FEB 27'79
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Hast &
2-27-79

Since Region 2 has the responsibility, through the Action Plan to coordinate the projects through implementation, other sections within the Highway Division (Design, Environmental, Urban Studies, etc.) will act as consultants and assistants to the Region to get the job done.

Sincerely,

W L Cranford
W. L. Cranford
Urban Studies Supervisor

WLC:dpy

Attachment

cc: Fred Klaboe
H. S. Coulter
C. O. Fredrickson

bc: D. H. Moehring
E. S. Hunter
Gary Potter

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

COMMENTS ON SALEM BRIDGE PROJECTS

Introduction

Recent Congressional action has made federal Special Bridge Replacement Funds available for construction of a new Center Street Bridge. Although, the Federal Highway Administration (FHWA) has not made a commitment, it is possible that some of the funds could be used to improve the Marion Street Bridge, for use as a detour during construction of a new Center Street Bridge. Also, the impacts of land use plans and population forecasts on the bridge projects may not be fully understood.

This report summarizes the current situation concerning the bridge projects in general terms. The ODOT Administration and local officials should be aware of the issues.

Past Planning Efforts

There are two planning processes that materially affect the bridge projects. They are:

1. The Salem Area Transportation Study (SATS).
2. The Comprehensive Plan, which is required by the Land Conservation and Development Commission (LCDC).

The SATS process is the earlier. The population forecasts upon which the Year 2000 Transportation Plan is based resulted in a fairly low growth forecast for West Salem. Part of the reasoning was that without a third bridge the West Salem growth would be slower. Based on the SATS population forecast and distribution, the modeling process showed a demand for 75,000 river crossings (both directions) per day in the Year 2000. It was believed that three lanes each on Marion and Center Streets Bridges would handle the traffic. The Year 2000 Plan calls for three lane bridges.

Subsequently, and in a different time frame, the Salem Comprehensive Plan was developed. A higher popultaion (about 30,000 more than the SATS population) was forecasted. Also, substantial growth was predicted in West Salem. The updated modeling process indicated a demand for 90,000 river crossings per day in the Year 2000. Based on this work, three lane bridges would not be adequate; four lanes in each direction would be needed.

Recent Federal Law requires that all planning be based on the same basic data. It is generally assumed that the Comprehensive Plan and its forecasts will be the control. Eventually, the transportation plan will have to be updated to be completely compatible with the Comprehensive Plan.

Current Status Of The Bridge Projects

The following bridge alternatives have been identified for the Center-Marion corridor; there may be other alternatives, but these are the ones generally discussed.

1. A wide (eight lanes or more) two way single bridge.
2. Two way travel on both Marion and Center Bridges. (Four lanes on Center, three lanes on Marion).
3. A 38 feet (three lanes; no pedestrians or bikes) one way Marion Bridge and 52 feet (four lanes) Center Bridge.
4. Two 52 feet (four lane) one way bridges.
5. No Build.

Alternatives one and two have been analyzed and found to be unsatisfactory from a traffic operations standpoint. This is due to the intersections at the ends of the bridges being unable to handle the forecasted volumes of two-way traffic.

Alternate 3 is also currently unsatisfactory. It was shown in the previous section that four lanes are needed on both bridges. A possible alternative is to restrict and reduce the population forecasted for West Salem, so that three lanes will be adequate.

It should be noted that the I-305 Transfer Funds and match set aside by local agencies, (three to four million dollars) appear adequate to construct a three lane Marion Street Bridge as shown in the Year 2000 Plan. The funds are not adequate for a four lane bridge.

The remaining build alternative, Alternative 4, (two four lane bridges) will carry the forecasted 90,000 daily river crossings. Weave problems require extensive redesign of the west side ramps, but a satisfactory design is possible. Adequate funding for the Center Street Bridge seems assured.

The problem is that a four lane Marion Bridge costs about double the cost of a three lane bridge. It is possible that a shortfall of more than three million dollars could occur as compared to the original allocations of I-305 Transfer and matching funds.

However, it appears that a substantial construction costs saving could be realized if staged construction is not required for the Center Street Bridge. By staged construction, it is meant that a new two lane bridge would be constructed adjacent to the existing bridge. During the construction period, traffic would move on the old bridge. After completion of this stage, traffic would then use the two new lanes, while the old bridge was torn down and replaced.

Construction savings would result if the old Center Street Bridge could be replaced in one phase, without having to provide for traffic use. This could be done if the Marion Bridge was first widened to four lanes and all traffic detoured to this bridge.

The question is whether or not the FHWA will allow the use of Special Bridge Replacement Funds for this purpose and, if so, to what extent.

If such funding is possible the perceived three million dollar (or more) shortfall could be reduced to two million or even less. Under the most optimistic conditions, there might be no shortfall at all.

The Highway Division is pursuing this issue with the FHWA.

William L. Cranford
February 23, 1979

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1979

Marlowe Krohn

FROM: Marlowe Krohn
Preliminary Design Unit

TO: MEMO TO THE FILES

SUBJECT: Willamette River (Salem) Bridges
Center Street Bridge Replacement
Willamina-Salem Highway
Marion & Polk Counties

✓ Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 23 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

As suggested at the Team #1 Meeting on January 15th, a study has been made of the proposals for realigning the Center Street Bridge. (See attached sketches.) A brief study has also been made of a proposal to construct a separate eight lane structure to replace both the Center and Marion Street Bridges. (See attached mosaic.) The various proposals were reviewed primarily on a comparison basis with the current design Alternate #3. The major issues identified are as follows:

Proposal A:

1. Revises the alignment of the proposed structure and approach westerly of the main channel span by reducing the curvature from a 12°30' CL, a 3° CL, and a 22° CR to a 10° CL and a 10° CR. (Note--The speed of traffic from Wallace Road is controlled by a signalized intersection.)
2. Requires approximately 1.6 acres of additional land from Wallace Marine Park.
3. Costs approximately ½ million dollars more than the current Alternate 3 design.
4. Reduces the weave distance on the bridge by approximately 200'.

Proposal B:

1. Revises the alignment of the proposed structure and approaches by introducing a 3° CL on the easterly side of the river and reducing the curvature on the westerly side from a 12°30' CL, and a 3° CL to a 6° CL. The 22° CR. to Wallace Road would not change.
2. Would allow construction of the main structure without disturbing traffic on the existing bridge.

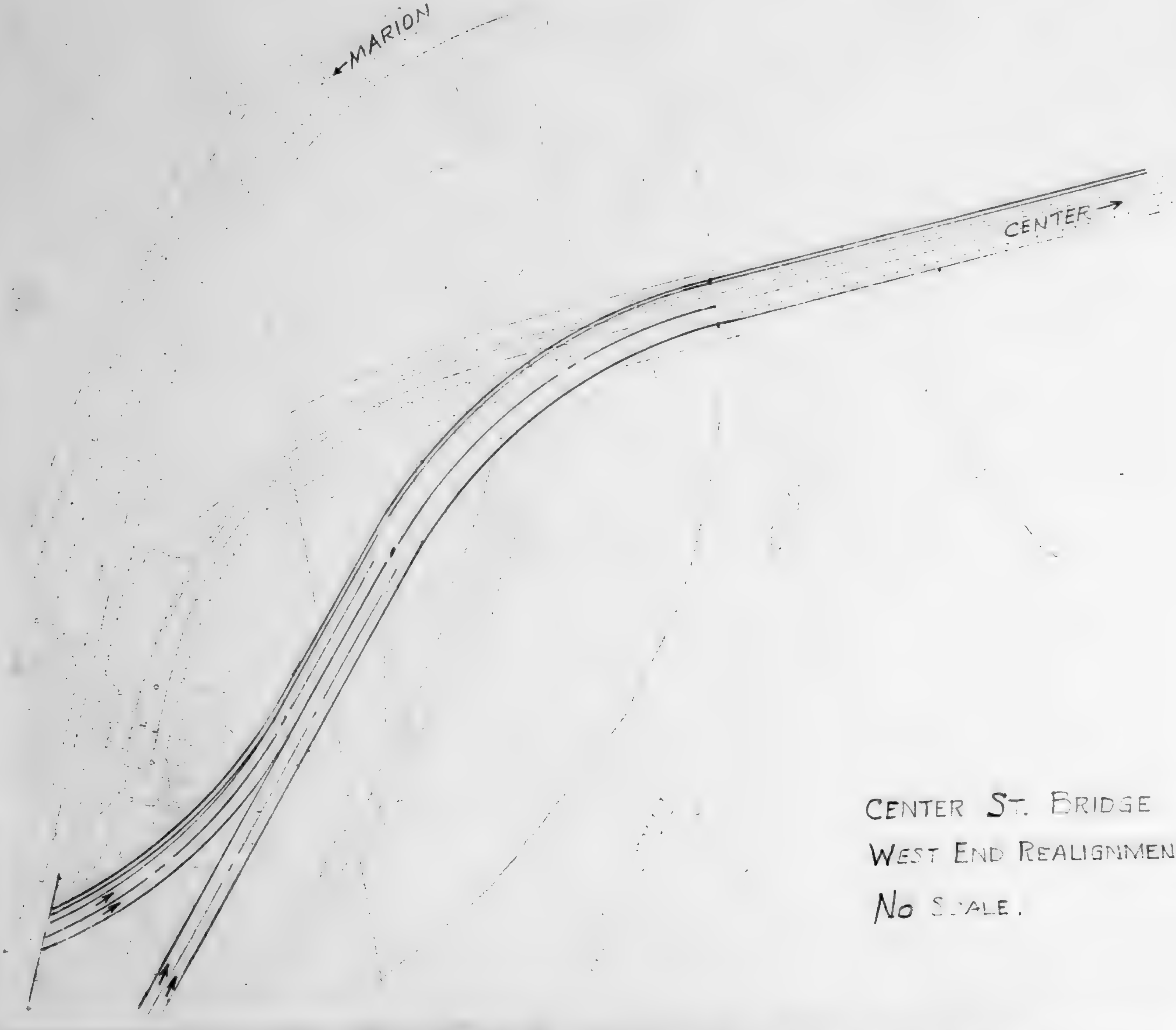
3. Requires approximately 0.6 acres of additional land from Wallace Marine Park.
4. Would cost approximately the same as the current Alternate 3 design.
5. Increases the length of structure to be constructed over water by approximately 400 feet.
6. Reduces the weave distance on the structure by approximately 300 feet.
7. Requires rebuilding the existing ramp to Front Street southbound. (The profile grade would exceed 8%)

Proposed Eight-Lane (2-way) Replacement Structure:

1. Introduces two additional curves on the easterly side of the river and provides no alignment improvements on the westerly side.
2. Would allow construction of the major part of the project without disturbing traffic on the existing structures.
3. Provides the option of using the existing Marion Street structure as a separate route for buses and emergency vehicles.
4. Requires approximately 1.1 acres of additional land from Wallace Marine Park and approximately 2.0 acres of additional property on the easterly side of the river.
5. Would cost in excess of $39 million to construct.
6. Requires rebuilding the existing ramp to Front Street southbound and eliminates the proposed ramp from the structure to Front Street northbound.

Based on the proceeding information, it appears that none of the proposals provide advantages over the current design Alternate #3. Unless there are objections, I suggest that these proposals be dropped.

MK:ab
cc: C. O. Fredrickson
L. E. George
W. J. Hart
Gary Potter
Frank E. Terpin
J. H. Versteeg

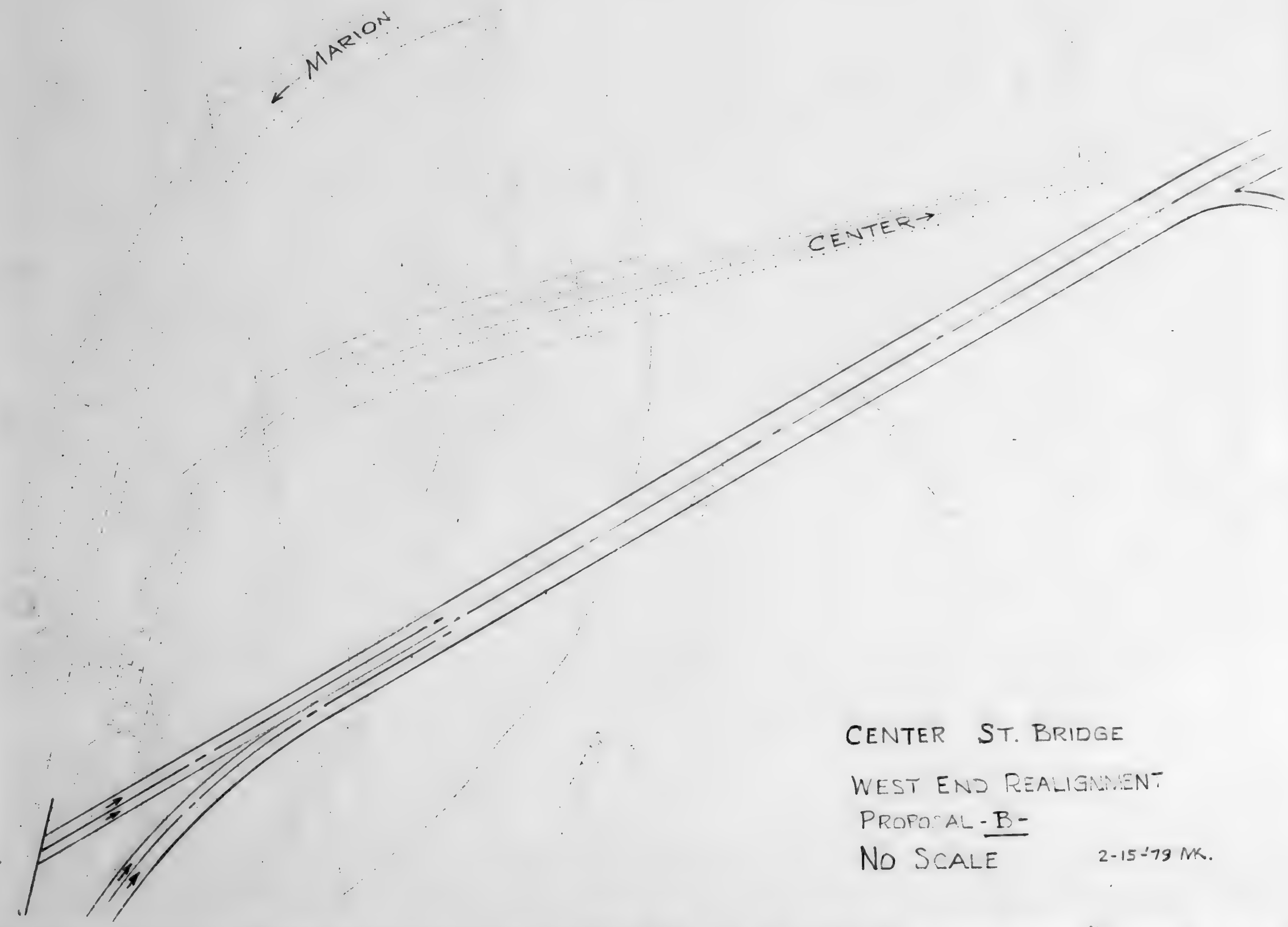

←MARION
CENTER→

CENTER ST. BRIDGE

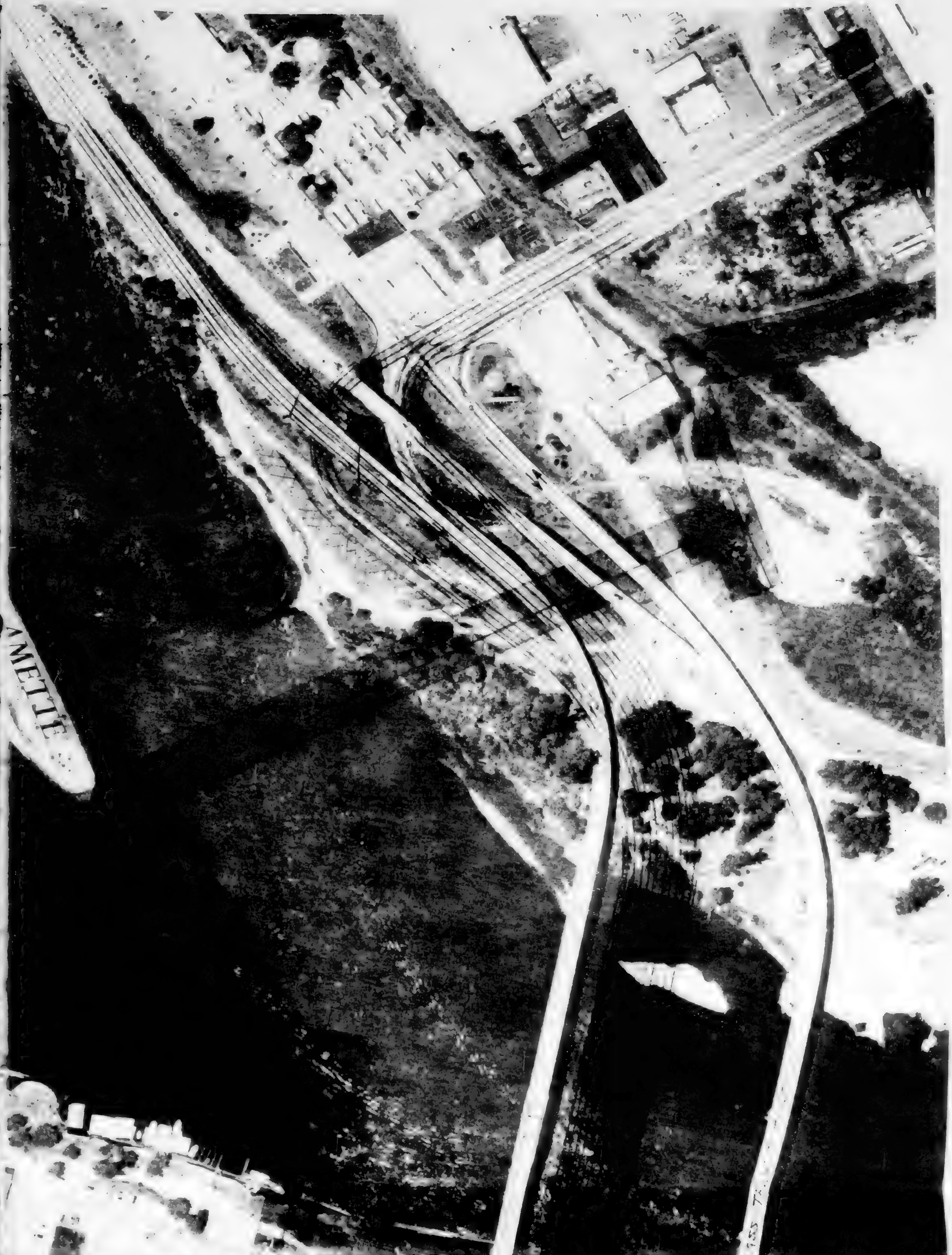
WEST END REALIGNMENT PROPOSAL -A-

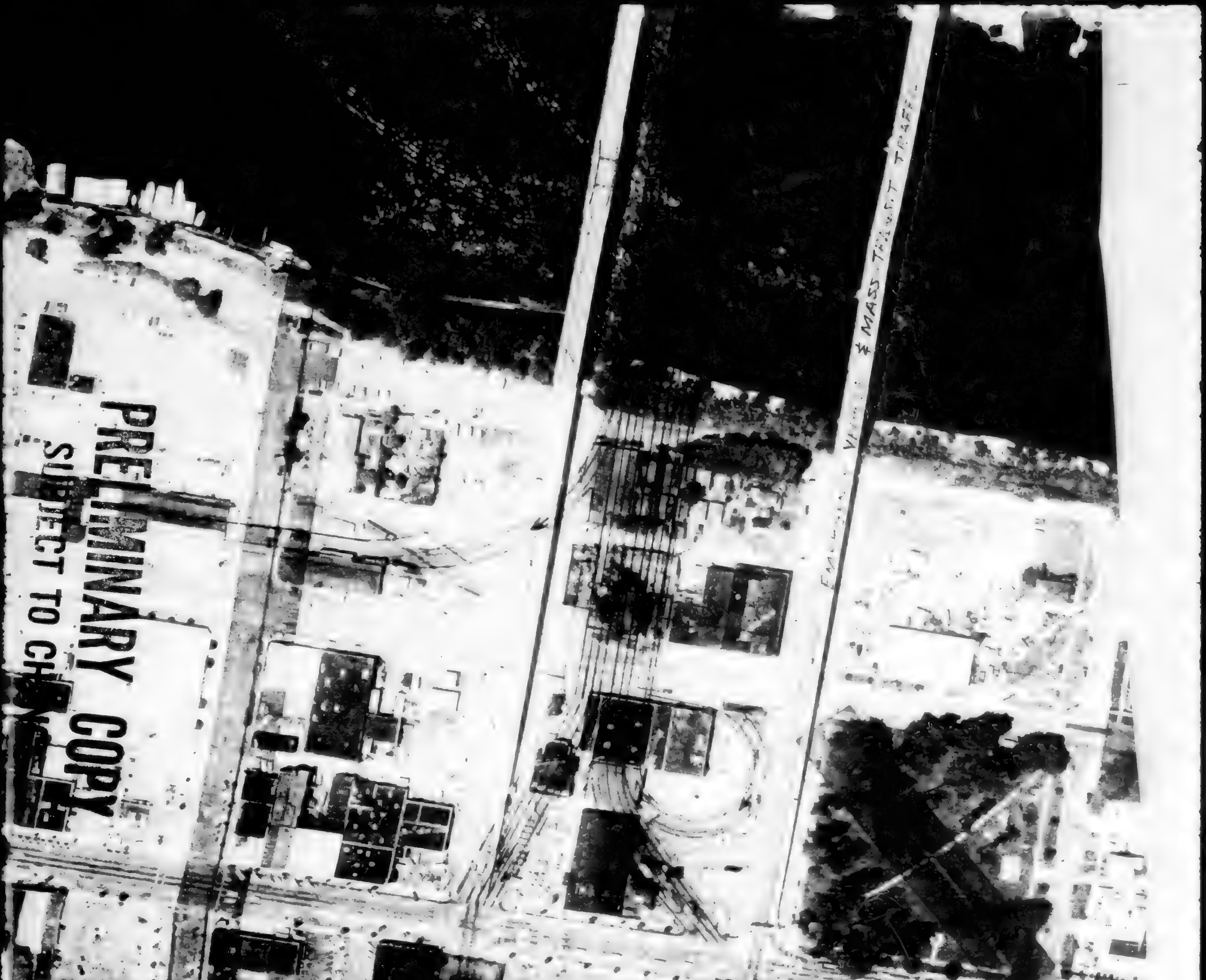
NO SCALE.

2-15-79 [illegible]


MARION
CENTER

CENTER ST. BRIDGE
WEST END REALIGNMENT
PROPOSAL -B-
NO SCALE
2-15-'79 MK.


AMETIJE


EMERGENCY VEHICLE & MASS TRANSIT TRAFF

PRELIMINARY COPY
SUBJECT TO CH

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 22, 1979

In reply refer to: HAM-OR

SUBJECT: Discretionary Bridge Replacement Funds
Center Street Bridge Project BRF-47(9)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division

Mr. F. B. Klaboe's letter of October 18, 1978 requested the use of discretionary funds to replace the Center Street Bridge in accordance with provisions set forth under Section 124 of the Surface Transportation Assistance Act of 1978.

This request for FY 1979 funding has been approved under the Discretionary Program and $720,000 allocated for the preliminary engineering phase of the project.

It should be noted that bridge replacement discretionary funds allocated to a State for a specific project that are unobligated at the end of FY 1979 may be withdrawn permanently for redistribution.

for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 23 '79
REFER TO
FOR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project BRF-47(9)
Willamette River (Center Street) Bridge, Salem
(Your ltr, 10-18-78)

DATE: October 23, 1978

In reply refer to: HEC-OR

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Asst Director for Operations
Oregon Department of Transportation

We have received your application for funding for replacement of the Center Street Bridge in Salem. Funding for this project is included in the 1978 Surface Transportation Act, as a part of the Special Bridge Replacement Program; however, the new act has not been signed by the President, and no funds are available at this time.

As soon as the funds become available we will authorize you to proceed with preliminary engineering only. Later, as appropriate, we will authorize right of way acquisition and construction.

G. L. Green

cc:
ODOT (Mr Swan, Mgr, FA Sec, Ofc of Proj Mgmt)
FA Pgm Asst

10 25 78
cc Hunt
[illegible]
[illegible]

RECEIVED
TECHNICAL SERVICES
[illegible]
REFERRED TO

RECEIVED
[illegible] OPERATIONS
[illegible] 78
[illegible]
FOR

October 18, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Project Data Submission
Item No. 90024
Project No. BRF-47(9)
Willamette Riv. (Center St., Salem) Br. Section
Marion & Polk Counties

Funds for the replacement of the subject bridge have been included in the 1978 Surface Transportation Act as a part of the Special Bridge Replacement Program. We propose to proceed with the work necessary to accomplish this project as rapidly as possible. PR-1 forms and project maps for the project are attached.

We request authorization to proceed with all three phases of work (PE, ROW & Const.) at an estimated total cost of $25,025,000, with an obligation of $20,020,000 in Federal funds.

In order to conplete our request, we have initiated the following:

1) Adding of the project to SATS FY'79 TIP/AE.

2) Submitting the A-95 review documents to the State Clearinghouse.

3) Compiling the environmental assessment.

JLG:pf
Attachments

cc: C. O. Fredrickson (Region 2)
R. A. Burco

7541

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: D. H. Moehring
Project Management Engineer

DATE: February 21, 1979

FROM: William L. Cranford
Urban Studies Supervisor

SUBJECT: Center and Marion Street Bridge Projects

Stratton

The attached report explains in general terms the problems and issues facing the development of the projects.

It is not my intention to hold up the EIS process at all. However, my contacts with the Mid-Willamette Valley Council of Governments (M-WVCOG) lead me to believe that the problems and restrictions are not generally understood by local officials. This report, or similar effort satisfactory to our Administration, could be sent to the COG with a request to distribute to interested local officials. It is my opinion that whoever signs the letter should also offer to meet with local agencies informally if desired.

It is my understanding that Adrian Olson and Chuck Fredrickson have both contacted FHWA Area Engineer Bill Kappus to solidify the FHWA position on the detour financing. Perhaps our Administration could assist in this matter.

WLC:ap
Attachment

Dave:

Bill Tebeau has a copy. This was put in report form rather than a memo as Scott doesn't like long memos.

Delia has all this on tape, so you can make changes. I have to go to Eugene at 10:30 AM Tues. If you and Bill could complete your review & changes I might be able to get this finalized before I leave.

Thanks
Bill

125-1387

3C

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILE

DATE: February 14, 1979

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Marion & Center Street Bridges
Willamina-Salem Highway
Marion-Polk Counties

V Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
FEB 20 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

1. The Marion Street Bridge is presently set up as a minimum 3 lanes, compatible with the existing 2 lane Center Street Bridge which would be the controlling bottleneck.

2. Approval has recently been received for Special Bridge Replacement funds for reconstructing the Center Street Bridge.

   Studies indicate 4 lanes and a braid are desirable for the new Center Street Bridge facility.

3. The Marion Street Bridge (minimum 3 lanes) would not match the capacity of a 4-lane Center Street Bridge and would become the controlling bottleneck.

4. To bring the Marion Street Bridge to desirable capacity would require 4 lanes plus a 3 lane connection down to Wallace Road. To build 4 lanes rather than the minimum 3 lanes would increase the cost $2,700,000; to add a lane to the ramp to get 3 lanes to Wallace Road would cost another $400,000.

5. If the Marion Street Bridge was widened to 4 lanes it could be used as a 2-way facility to detour traffic off the Center Street structure during construction. This would reduce the cost of building Center Street by some amount and presumably that saving could be applied to the cost of constructing the wider Marion Street Bridge and the necessary detour to make this work.

6. Constructing the Center Street Bridge with traffic detoured to Marion Street as opposed to constructing the new Center Street facility in stages while carrying traffic would be less expensive. The amount of saving cannot be readily obtained.

7. To widen the Marion Street Bridge and the ramp to Wallace Road and to provide the necessary detour and signal changes would cost an estimated $3,500,000. This would represent approximately 20% of the cost of the new Center Street structure (estimated assuming traffic detoured).

continued. . .

8. If this is within the realm of the potential saving it would be appropriate to spend the funds in this manner where they would be of permanent benefit to the roaduser as opposed to paying it to the contractor for dodging cars while building under traffic.

9. If this is believed to be in excess of the savings and an agreement can be reached as to a figure for the savings it would be appropriate to approach the local governmental body to determine whether they would fund the difference in order to get the increased capacity on the Marion Street structure.

10. As an alternate to the above notes 5 through 9, the local governmental body could be approached to determine whether they would fund the total increased cost to match the Marion Street Bridge capacity to the proposed Center Street Bridge capacity or whether they might want to restrict the new Center Street Bridge to the lesser capacity of the presently programmed minimum 3 lane Marion Street Bridge.

The present plan is to prepare the EIS covering (1) the "Do Nothing" alternate, (2) a 4 lane Center Street Bridge with a braid structure and a minimum 3 lane Marion Street Bridge and (3) Center Street as above and a 4 lane Marion Street Bridge plus widening the ramp to Wallace road to 3 lanes.

ADO:cj

Copies Hunter
Hunt
[illegible]

Form FHWA-121 [illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE January 17, 1979

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Willamette River (Center St., Salem) Br.
Willamina-Salem Highway
Marion and Polk Counties
Oregon Project BRF-[illegible](-)

FROM G. L. Green, Division Administrator

TO Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your January 4, 1979, letter has been reviewed.

We do not concur that the project be classified as a Category 3, Major-Non-Significant. We recommend that the project be classified as a Category 2, Major-Significant. We also recommend that the impact analysis of the proposed Marion Street Bridge improvement project be combined with the impact analysis of this project into one environmental impact statement.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
OPS ([illegible])
OSHD ([illegible])

Environmental Section
January 22, 1979

cc: D. H. Mehring
J. J. Boyd (2)
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

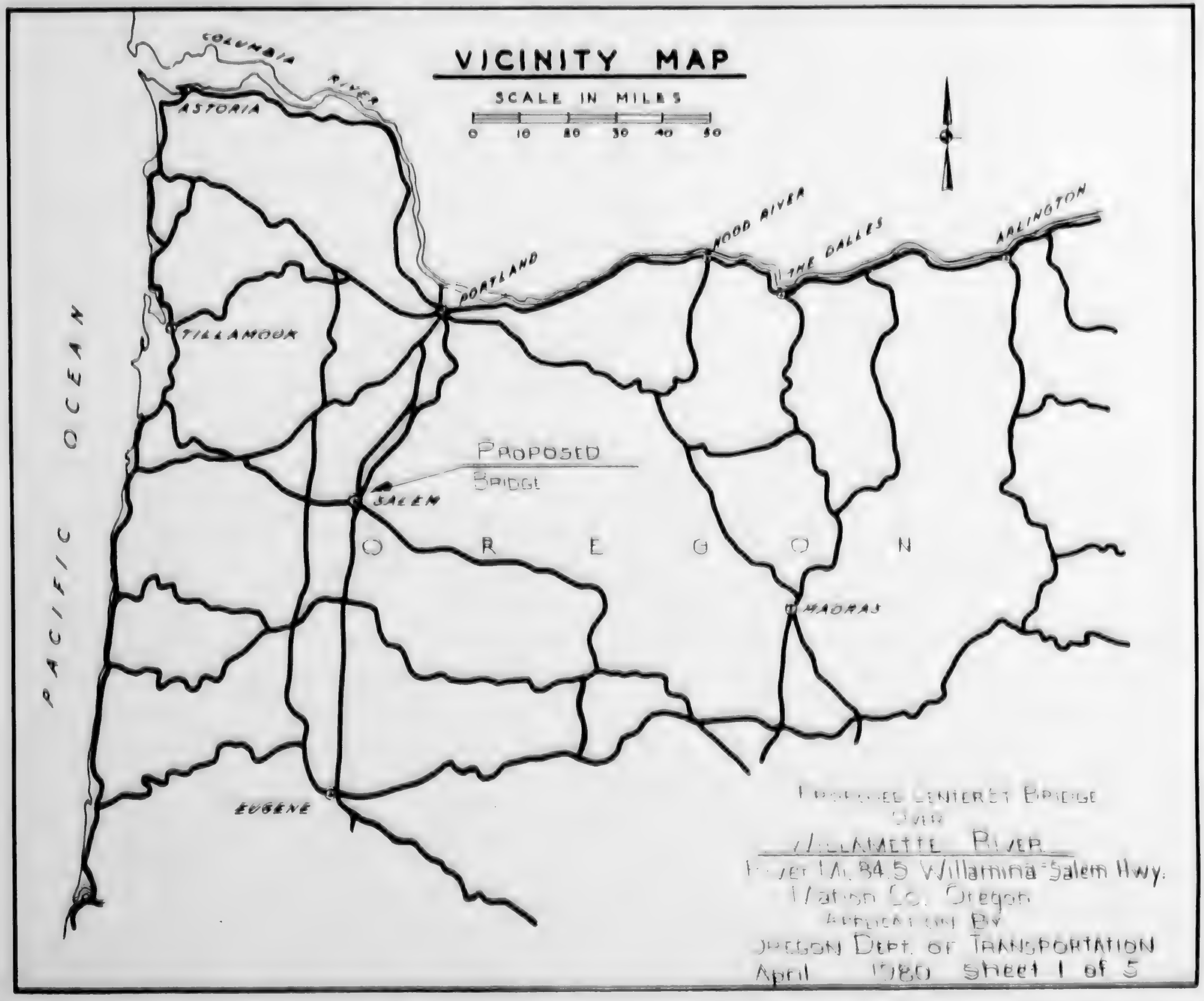
[illegible] (2)
[illegible]

RCV'D
[illegible]

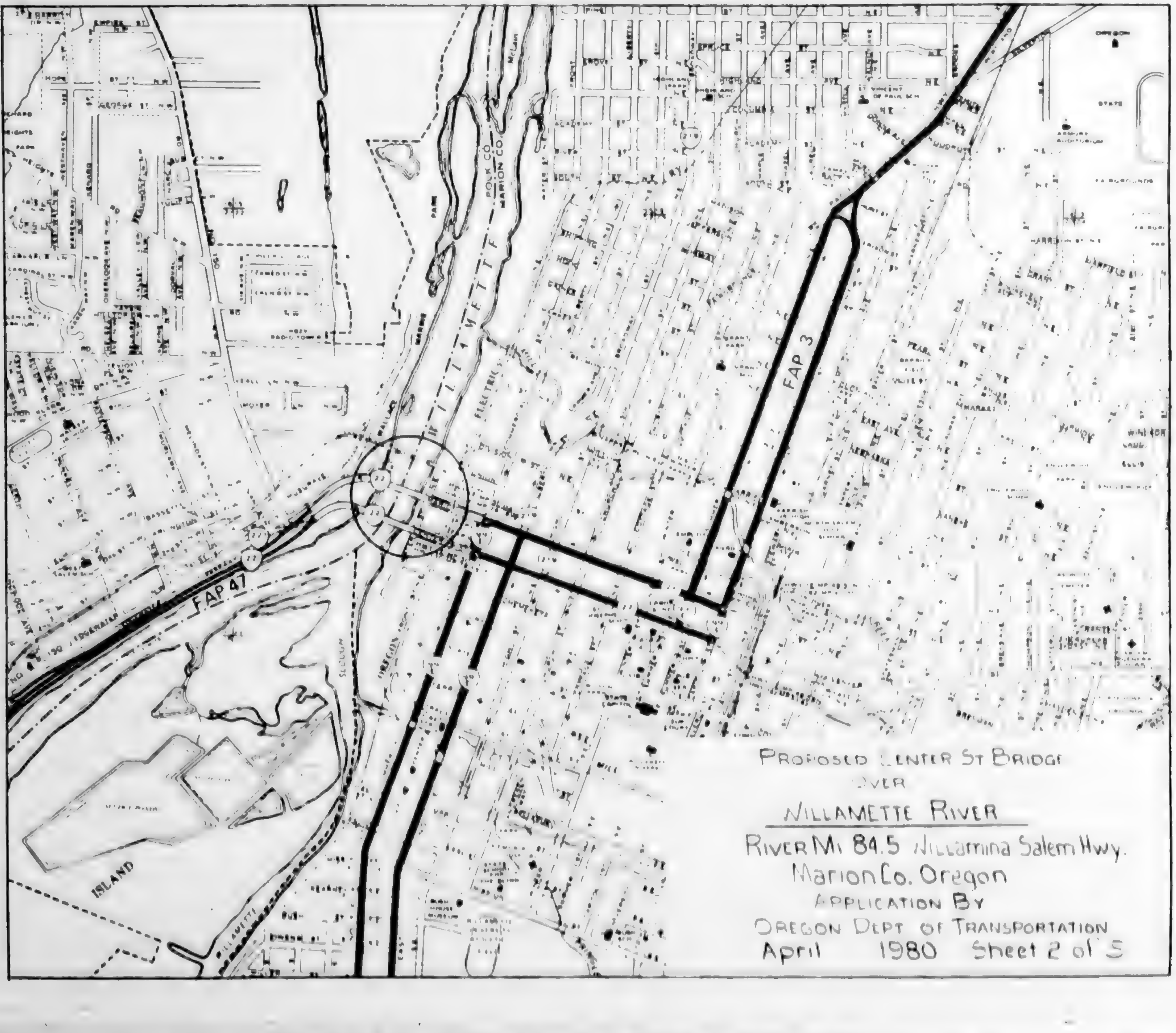
NOTED

NOTED
R. W. [illegible]

NOTED
W. I. HART

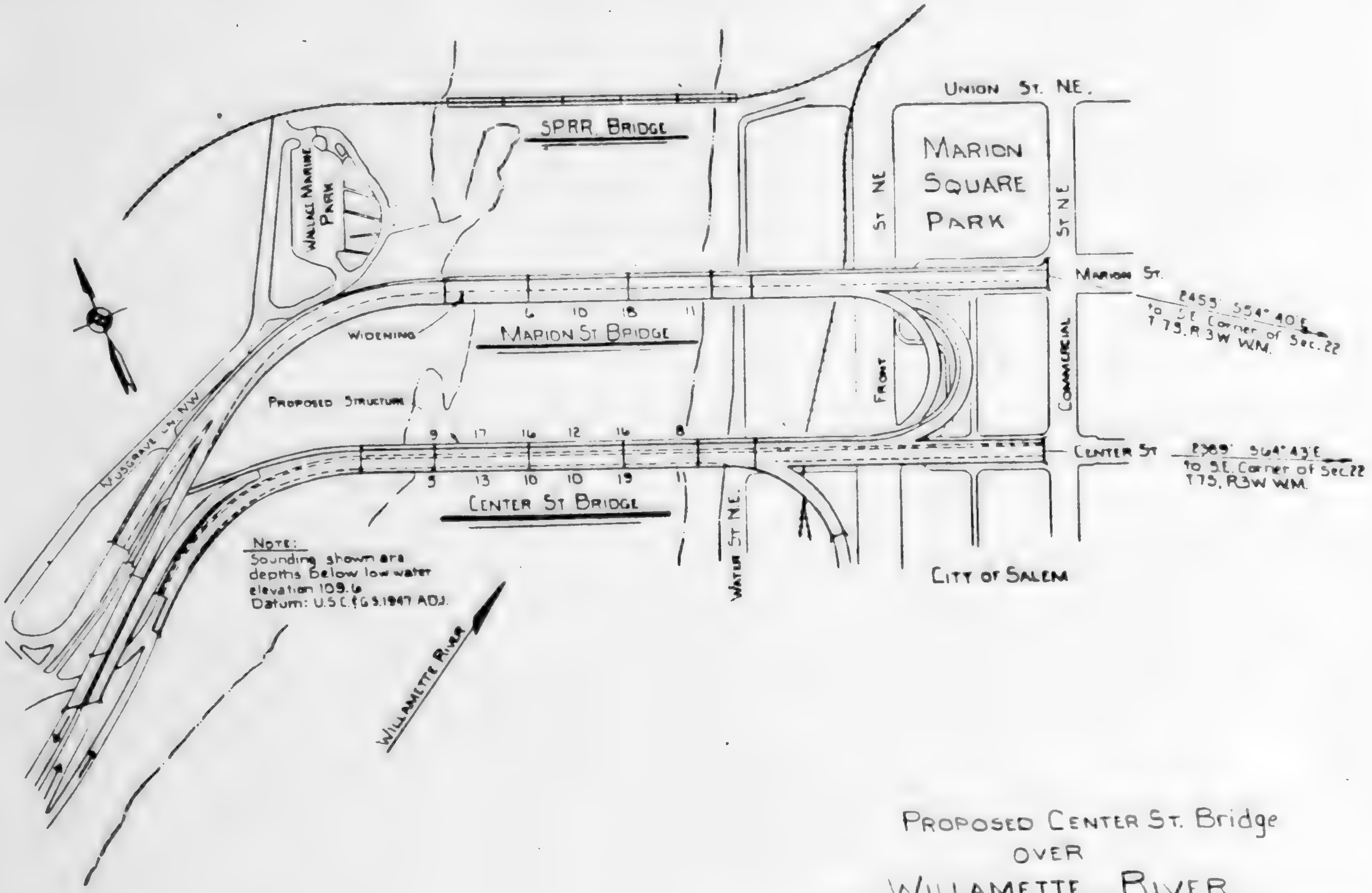

VICINITY MAP
SCALE IN MILES
0
10
20
30
40
50
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PACIFIC OCEAN
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PROPOSED BRIDGE
SALEM
OREGON
MADRAS
EUGENE

Proposed Concrete Bridge
Over
Willamette River
River Mi. 84.5 Willamina-Salem Hwy.
Marion Co. Oregon
Application By
Oregon Dept. of Transportation
April 1980 Sheet 1 of 5



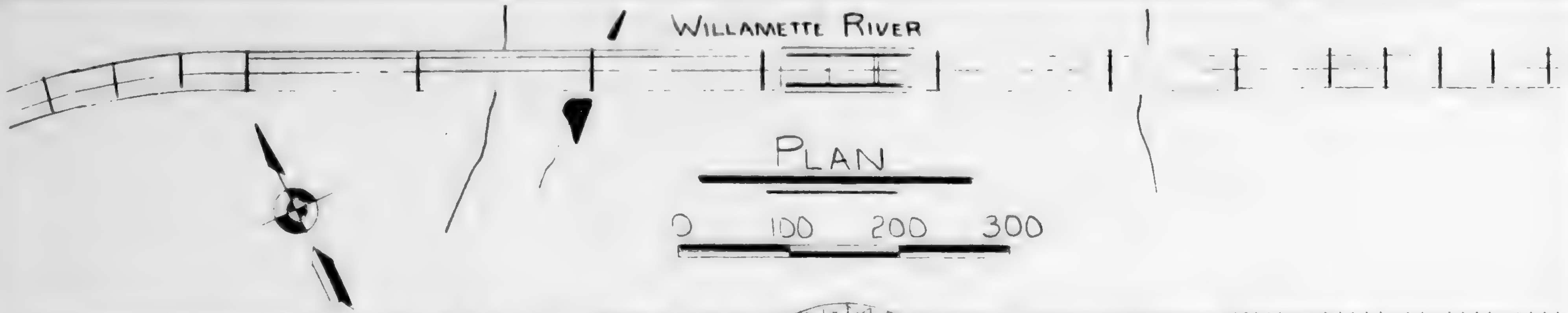
FAP 47
FAP 3
WILLAMETTE
POLK CO.
MARION CO.
ISLAND
SLOUGH
ELECTRIC
OREGON
PARK
McLain

PROPOSED CENTER ST BRIDGE
OVER
WILLAMETTE RIVER
RIVER MI 84.5 Willamina Salem Hwy.
Marion Co. Oregon
APPLICATION BY
OREGON DEPT OF TRANSPORTATION
April 1980 Sheet 2 of 5

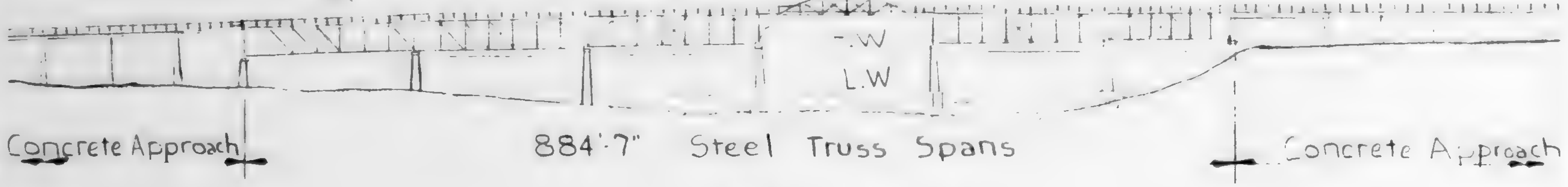

SPRR. Bridge
Union St. NE.
Marion Square Park
St NE
St NE
Wallace Marine Park
Musgrave Ln NW
Widening
Marion St Bridge
6
10
18
11
Marion St.
2455' S54°40'E to SE Corner of Sec.22 T7S, R3W W.M.
Front
Commercial
Proposed Structure
9
17
16
12
16
8
5
13
10
10
19
11
Center St Bridge
Center St
2389' S64°43'E to SE Corner of Sec22 T7S, R3W W.M.
Water St N.E.
City of Salem
Note:
Sounding shown are depths below low water elevation 109.6
Datum: U.S.C.&G.S.1947 ADJ.
Willamette River

Proposed Center St. Bridge
over
Willamette River

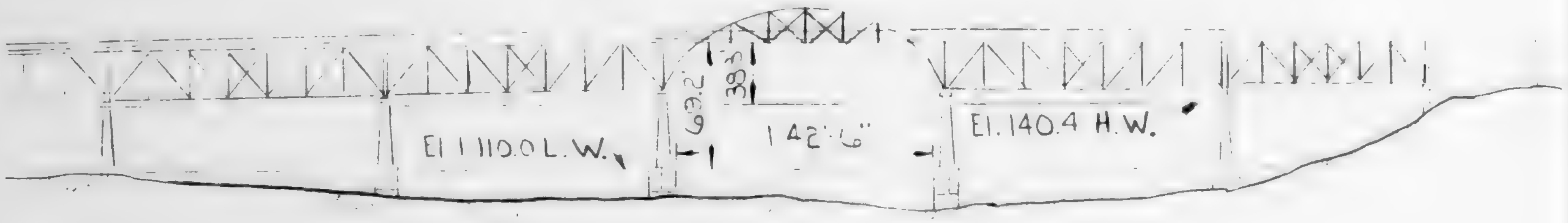
River Mi. 84.5 Willamina-Salem Hwy
Marion Co. Oregon
Application by
Oregon Dept. of Transportation
April 1980 Sheet 3 of 5


WILLAMETTE RIVER
0
100
200
300

PLAN


H.W
L.W
Concrete Approach
884'-7" Steel Truss Spans
Concrete Approach

ELEVATION


63.2
38.3
142'-6"
El 110.0 L.W.
El. 140.4 H.W.

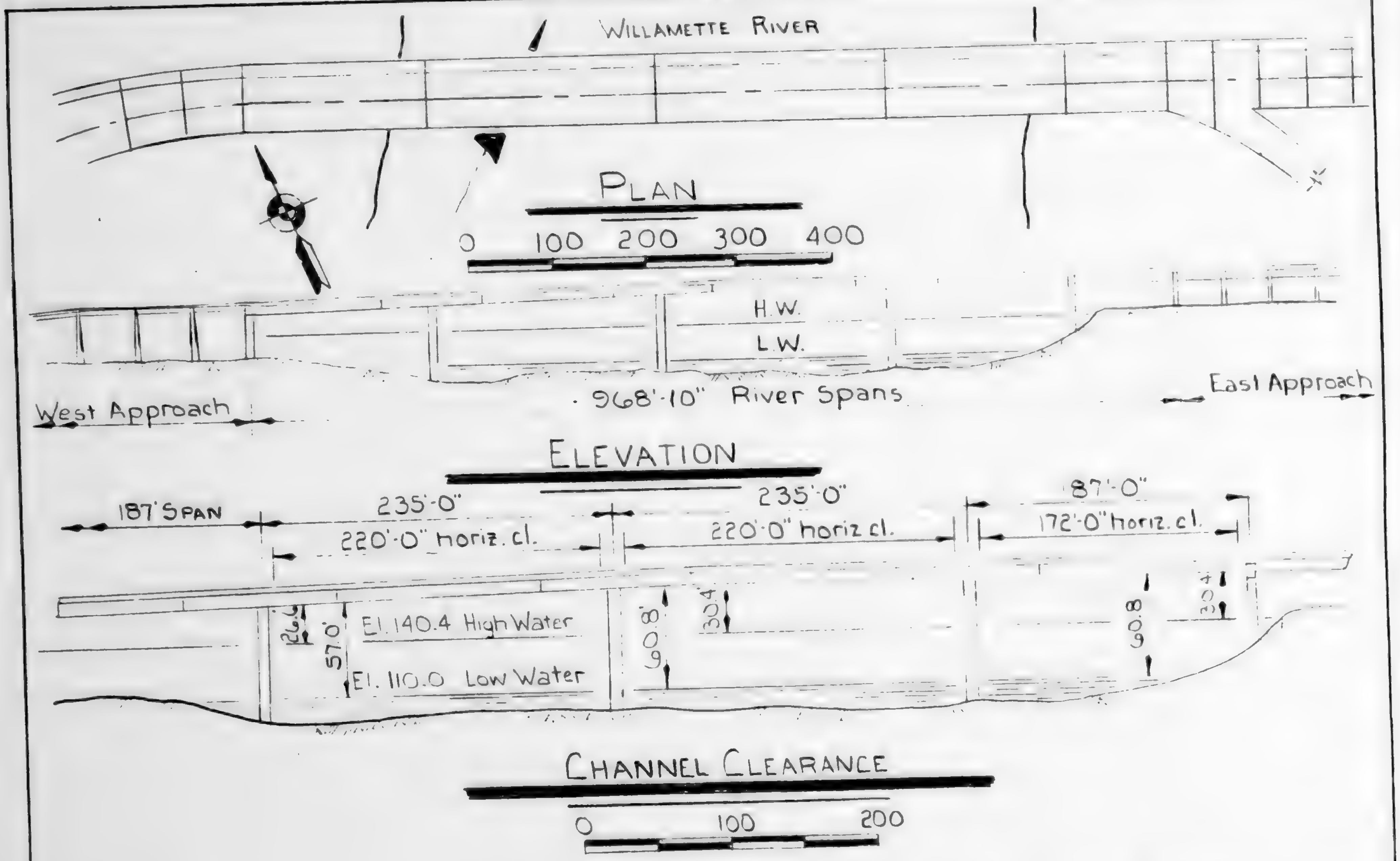
CHANNEL CLEARANCE

0 100 200

Datum:
U.S.C. & G.S. 1947 ADJ.

NOTE:
High Water elev. 142.8 = 1% frequency
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
EXISTING CENTER ST. BRIDGE
over
WILLAMETTE RIVER
Marion and Polk Counties
Sec. 22, T7S, R3W, WM
April 1980, Sheet 4 of 5

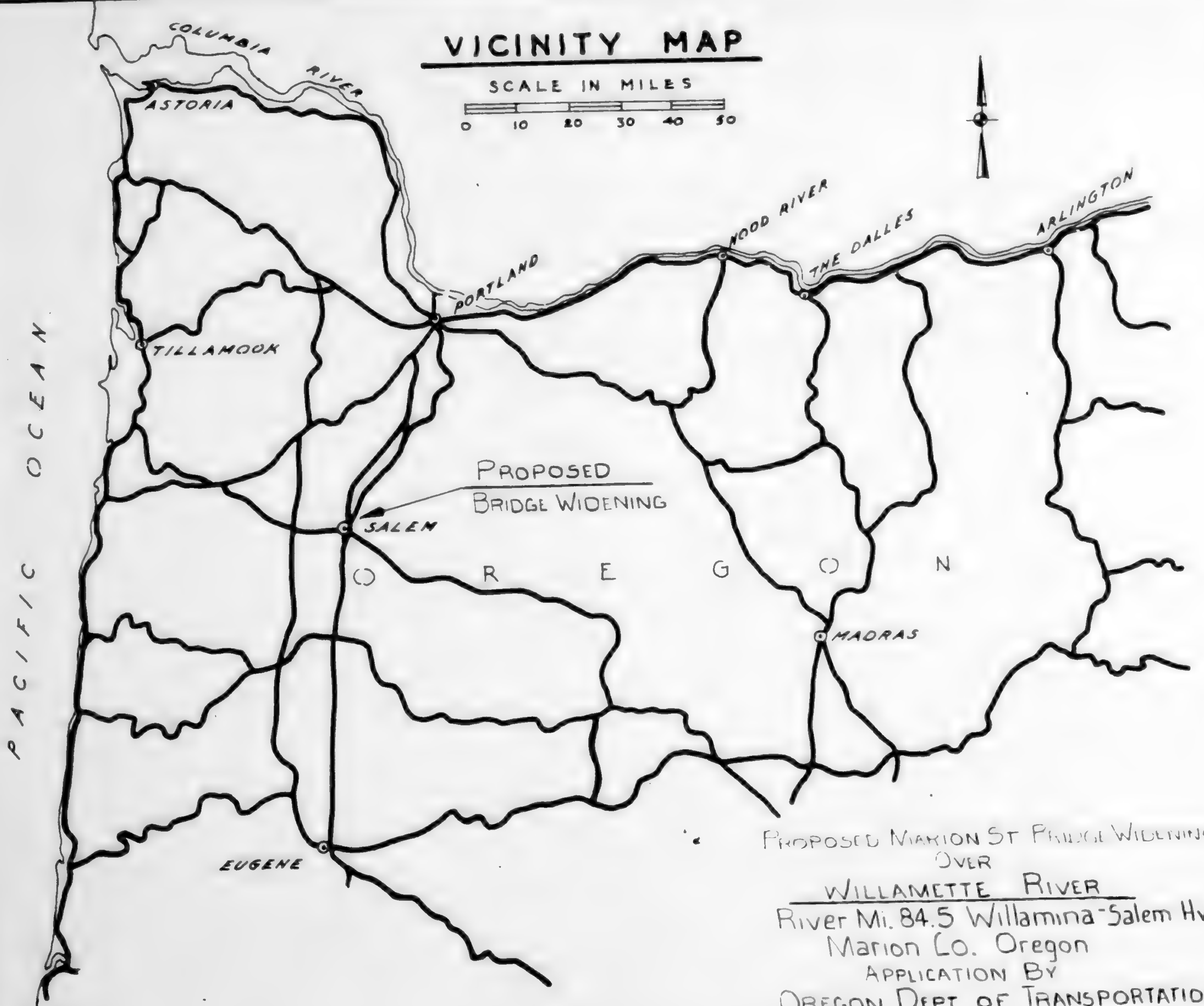

WILLAMETTE RIVER
PLAN
0 100 200 300 400
H.W.
L.W.
968'-10" River Spans
West Approach
East Approach
ELEVATION
187' SPAN
235'-0"
220'-0" horiz. cl.
235'-0"
220'-0" horiz. cl.
87'-0"
172'-0" horiz. cl.
26.6'
57.0'
El. 140.4 High Water
El. 110.0 Low Water
60.8'
30.4'
60.8
30.4
CHANNEL CLEARANCE
0 100 200

Datum:
U.S.C.&G.S. 1947 ADJ

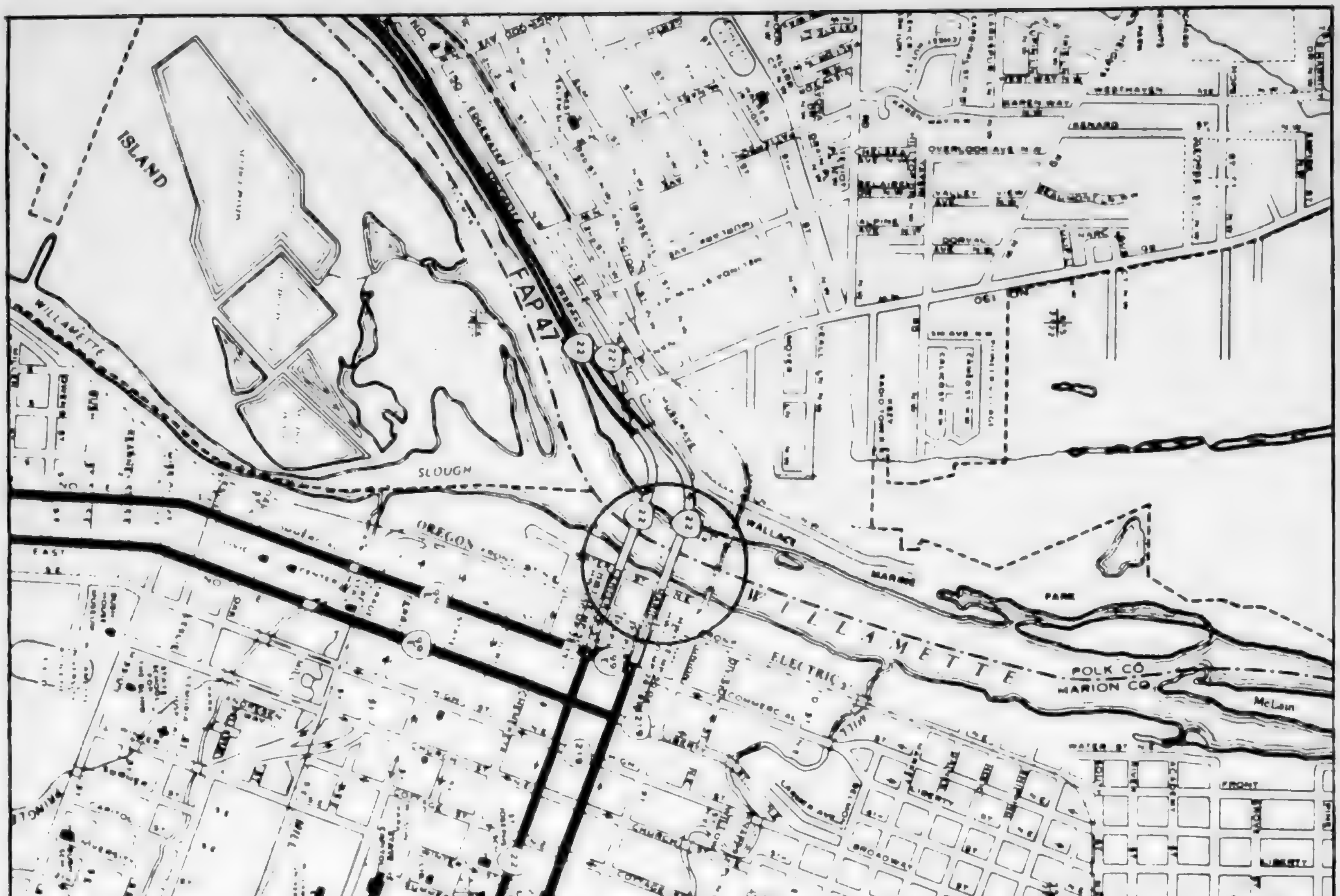
NOTE:
High water elev. 142.8 = 1% frequency.
Vertical clearances are to low water elev. 110.0
and to high water elev. 140.4 = 2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED CENTER ST. BRIDGE
OVER
WILLAMETTE RIVER
Marion and Polk Counties
Sec. 22 T. 7 S. R.3W. W.M.
April 1980. Sheet 5 of 5

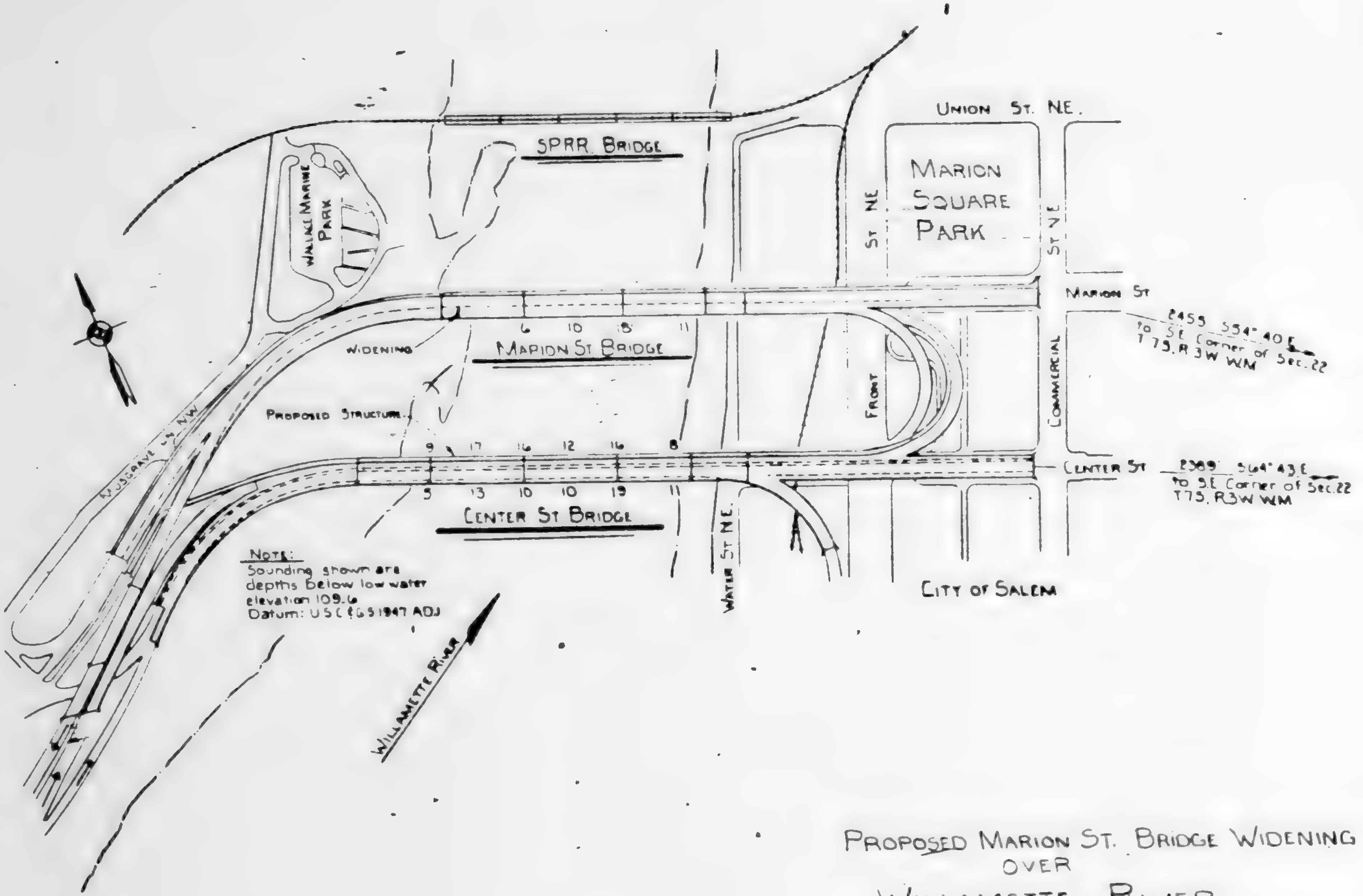
VICINITY MAP


SCALE IN MILES
0
10
20
30
40
50
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PACIFIC OCEAN
SALEM
EUGENE
MADRAS
OREGON
PROPOSED
BRIDGE WIDENING

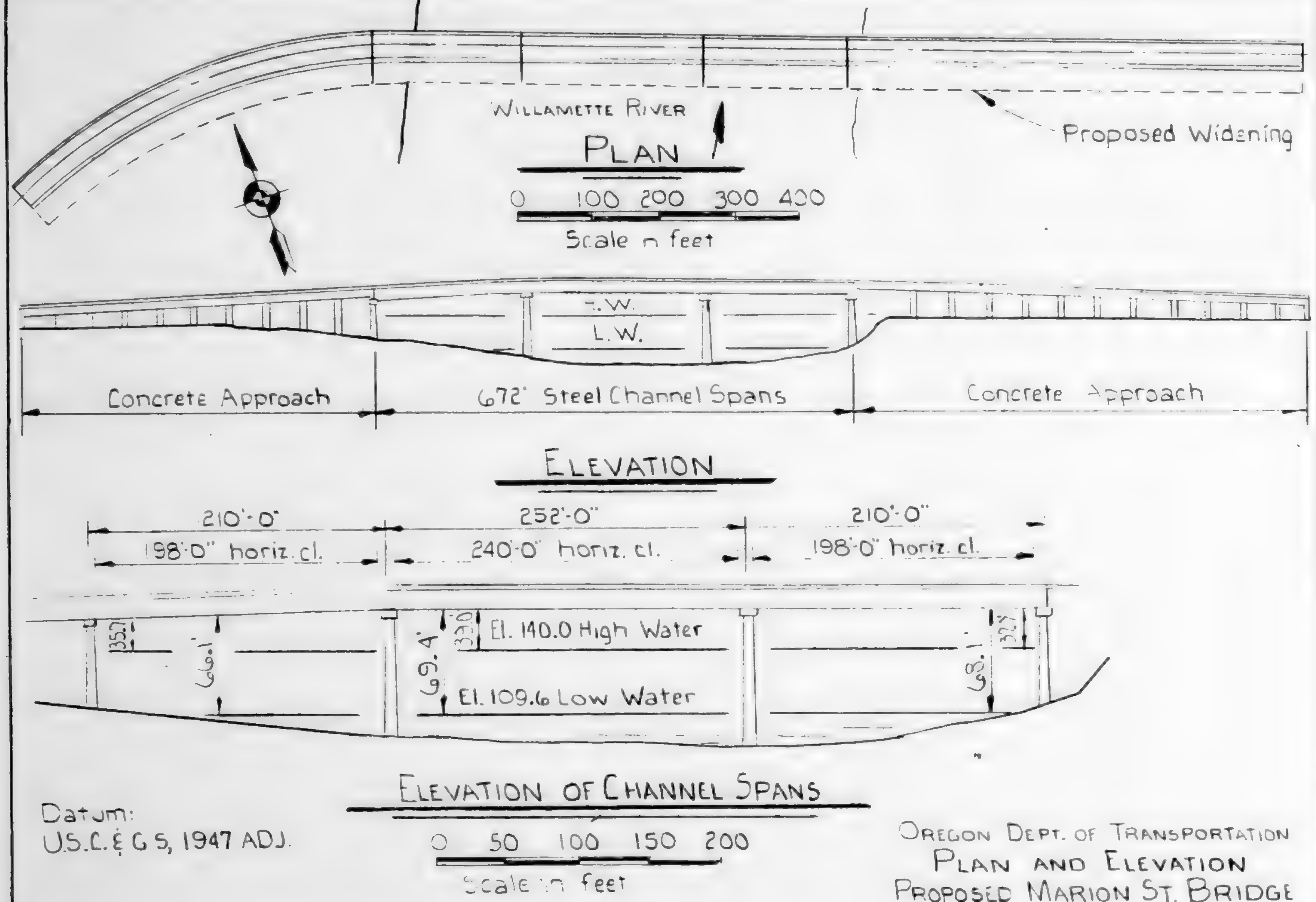
Proposed Marion St Bridge Widening
Over
WILLAMETTE RIVER
River Mi. 84.5 Willamina-Salem Hwy.
Marion Co. Oregon
Application By
Oregon Dept. of Transportation
April 1980 Shee 1 of 4


FAP 47
FAP 3
ISLAND
WILLAMETTE
SLOUGH
OREGON
ELECTRIC
WILLAMETTE
POLK CO.
MARION CO.
McLain
FRONT
BROADWAY
CHURCH

PROPOSED MARION ST BRIDGE WIDENING
OVER
WILLAMETTE RIVER
RIVER MI. 84.5 Willamina-Salem Hwy.
Marion Co. Oregon
APPLICATION BY
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 2 of 4


UNION ST. NE.
SPRR. BRIDGE
WALLACE MARINE PARK
MARION SQUARE PARK
ST NE
ST NE
MARION ST
2455 S54° 40 E
to SE Corner of Sec. 22
T7S. R3W WM
6 10 8 11
WIDENING
MARION ST BRIDGE
FRONT
COMMERCIAL
PROPOSED STRUCTURE
MUSGRAVE LN NW
9 17 16 12 16 8
5 13 10 10 19 11
CENTER ST
2369 S64° 43 E
to SE Corner of Sec. 22
T7S. R3W WM
CENTER ST BRIDGE
WATER ST NE.
CITY OF SALEM
NOTE:
Sounding shown are depths below low water elevation 109.6
Datum: USC&GS 1947 ADJ
WILLAMETTE RIVER

PROPOSED MARION ST. BRIDGE WIDENING
OVER
WILLAMETTE RIVER
River Mi. 84.5 Willamina-Salem Hwy
Marion Co. Oregon
Application by
OREGON DEPT. OF TRANSPORTATION
April 1980 Sheet 3 of 4


Willamette River
Proposed Widening
PLAN
0 100 200 300 400
Scale in feet
H.W.
L.W.
Concrete Approach
672' Steel Channel Spans
Concrete Approach
ELEVATION
210'-0"
252'-0"
210'-0"
198'-0" horiz. cl.
240'-0" horiz. cl.
198'-0" horiz. cl.
35.7
66.1'
69.4'
33.0
El. 140.0 High Water
El. 109.6 Low Water
68.1'
32.8
ELEVATION OF CHANNEL SPANS
0 50 100 150 200
Scale in feet

Datum:
U.S.C.&G.S, 1947 ADJ.

NOTE:
High Water elev. 142.4 = 1% frequency
Vertical clearances are to low water elev. 109.6
and to high water elev. 140.0=2% frequency.

OREGON DEPT. OF TRANSPORTATION
PLAN AND ELEVATION
PROPOSED MARION ST. BRIDGE
WIDENING OVER
WILLAMETTE RIVER
MARION AND POLK COUNTIES
Sec. 22 T.7 S, R.3 W. W.M.
April 1980, Sheet 4 of 4

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Gary A. Potter, Manager
Environmental Section

DATE: January 17, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Center Street and Marion Street Bridges
Marion County

NOTED
E. S. HUNTER

Your letter of January 2, 1979 requested information you will need to prepare the required environmental documents for the subject project. The data you requested included identifying traffic impacts, level of service analysis, accident/safety analysis, land use patterns and traffic data for air quality and acoustical studies.

Because the data you requested will be developed in part by Traffic Engineering and partially by the Urban Studies Unit, I suggest that you arrange a meeting so that all involved are agreed on the various areas of data responsibility. A meeting should also identify the information elements that are readily available, as well as elements that may require special analysis procedures. The latter applies especially to the procedure you suggest regarding land use analysis, which appears to include an effort by Council of Governments staff.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JH:ds

cc: E. S. Hunter ✓
W. L. Cranford

RECEIVED
TECHNICAL SERVICES

JAN 18 '79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 2, 1979
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Center St. and Marion St. Bridges
Marion County

TO: L. E. George
Traffic Engineer

Bill Cranford
Project Management

RECEIVED
JAN 3 REC'D
TRAFFIC ENGINEERING

This memo is a follow-up to a Monday (December 11) meeting on the subject projects. I am forwarding a list of information needed to clarify our needs for preparing the required environmental documents. I'm sure that more meetings will be necessary as you further your studies, so please view this request as initial, with refinements being made as necessary.

1. Define the study area used in the traffic analysis. This is important because it is recognized that the project has traffic impacts which extend beyond the project construction limits. Of particular importance is delineating the area(s) where major changes in traffic patterns, service and/or volumes will occur.

2. Describe the methods used and assumptions made in forecasting trip demand (on bridges and network served by bridges) and determining its distribution on the street network. Please include a table which lists the population and employment levels (existing and forecast), by zone, used in computing trip productions and attractions.

3. Evaluate the effectiveness of each alternative in accomplishing the traffic improvement objectives. This analysis should be specific enough so that not only traffic service on the bridge is evaluated, but also on the bridge approaches and network serving the bridges.

   a) Traffic Level of Service, by location

   b) Traffic Patterns

   c) Accidents/Safety

   d) Induced land use (between base year and forecast year). See the attached letter for a more specific discussion of what is requested.

4. Identify potential means of alleviating adverse traffic impacts identified under item 3.

L. E. GEORGE

This request is quite comprehensive, but the information is essential to a thorough evaluation of bridge impacts. In addition, as part of this request, please provide traffic data in the form necessary for air quality and acoustical studies (forms attached). If you have any questions, please call.

GAP:CG:lb

Attachments

NOTED
JOHN HANKS

NOTED
DWAYNE HOFSTETTER

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 9, 1979

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
E. S. HUNTER

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion County

The attached report is an analysis of the level of service and operating conditions for the Marion and Center Street Bridges. Two operational alternatives were evaluated. A two-way operation on both bridges, introduced by Region 2 and a plan retaining the existing one-way operation.

This analysis was conducted to assist Interdisciplinary Team #1 members in deciding which of the operational plans should be advanced in project development work.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

Attachments
JH:cs

cc: E. S. Hunter W/att.
J. H. Versteeg "
F. E. Terpin "
Gary Potter "
J. B. Boyd "
Walt Hart "
A. D. Olson "
Bill Cranford "

RECEIVED
TECHNICAL SERVICES
JAN 10 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Engineering Section
Project Analysis Unit

WILLAMETTE RIVER (SALEM) BRIDGES

INTRODUCTION

A design proposal to provide two-way traffic operation on the Center and Marion Street Bridges was introduced at the Interdisciplinary Team #1 meeting of November 30, 1978. The Center Street Bridge serves two-way traffic oriented to the Willamina-Salem Highway (Dallas), while the Marion Street Bridge serves two-way traffic oriented to Wallace Road (West Salem).

In addition, design proposals were also introduced which retain the existing one-way bridge operation. This report compares the respective level of service and operational conditions of each proposal and provides a basis for Team #1 members to determine which proposal warrants further project development work.

DESIGN PROPOSAL CONDITIONS

To develop traffic assignments and conduct level of service analysis it was necessary to identify the design and system conditions applicable to each proposal. The following identifies the major conditions assumed.

Two-Way Bridge Proposal

1. Four-lane (two-way) Center Street Bridge, serving traffic oriented to Dallas, with an added westbound on-ramp from Front Street.

2. Three-lane (two-way) Marion Street Bridge, serving traffic oriented to West Salem, with the center lane reversible to serve eastbound traffic during the AM peak period and westbound traffic during the PM peak period.

3. Marion and Center Streets converted from one-way to two-way operation east of Commercial Street.

4. Front Street Bypass project completed.

One-Way Bridge Proposal

1. Four-lane (one-way eastbound) Center Street Bridge, with an added off-ramp to serve traffic destined to the north via Front Street.

2. Three-lane (one-way westbound) Marion Street Bridge with an added on-ramp from Front Street.

3. Retention of existing one-way street system.

4. Front Street Bypass project completed.

TRAFFIC DEVELOPMENT

Projected traffic assignments for the year 2000 were obtained from the 4th Future Test System of the Salem Area Transportation Study (SATS). Based on year 2000 population and employment forecasts, a total of 90,000 two-way average weekday (AWD) trips are projected to cross the Willamette River. This compares to 48,000 AWD trips in 1978. Therefore, sufficient capacity is needed to accommodate nearly twice the current number of river crossing trips.

Trip origin and destination information was analyzed by obtaining selected links (from the SATS 4th Future Test System) of trips crossing the Willamette River and also of trips crossing a screenline between Church and Front Streets south of the Salem Central Business District. From this information a manual assignment of year 2000 AWD traffic was made to each of the design proposals. Map 1 shows the traffic assignment for the two-way bridge proposal, while Map 2 shows traffic assigned to a one-way proposal.

TRAFFIC COMPARISON

By comparing the traffic of Map 1 to Map 2 it can be seen that the two-way proposal results in higher traffic volumes entering the four key intersections of Center and Marion Streets with Commercial and Liberty Streets. This is a result of fewer ramp connections from Front Street to the bridges. As an example, only the Center Street Bridge has ramp connections to Front Street. Since the Center Street Bridge only serves traffic oriented to Dallas, all traffic to West Salem enters and exits the Marion Street Bridge through signalized intersections. Table 1 shows the comparison of traffic entering the four key intersections for each design proposal.

Because the ramp connections for the one-way proposal serves traffic oriented to both Dallas and West Salem, their traffic use is higher than the two-way proposal. As a result, less traffic passes through the four key intersections with the one-way proposal. Table 2 compares the ramp traffic for each design proposal.

LEVEL OF SERVICE ANALYSIS

In conducting level of service analysis it was necessary to convert weekday traffic volumes to peak hour volumes. This was accomplished by applying the peak hour percentage relationships obtained from traffic recorders located on the bridges. The initial analysis consisted of evaluating the level of service of the intersections at the east end of the Marion and Center Street Bridges.

Intersection Analysis

The two-way proposal analysis resulted in unsatisfactory levels of service during both AM and PM peak hours at the four key intersections at the east end of the bridges. This condition is caused by higher traffic volumes through the intersections. Also, three phase signals are needed to safely control the additional conflicting traffic movements which result from converting Marion and Center Streets from one-way to two-way operation. Three phase signals reduce intersection capacity as compared to the existing two phase signals.

The one-way proposal provides acceptable levels of service at three of the four key intersections. Level of service "E-F" was calculated during the PM peak hour at the Marion and Commercial Street intersection. The poor level of service at the Marion and Commercial intersection will cause traffic backups that are likely to result in "E" level of service at the Marion and Liberty intersection, rather than the "C-D" level as calculated. The solution to improve the "E-F" level of service appears to be a four-lane Marion Street Bridge.

Table 3 shows a comparison of peak hour level of service at the four intersections for each design proposal.

Bridge Analysis

Level of service analysis for the bridges consists of evaluating lane requirements, weaving conflicts and lane balance for operational safety.

The two-way proposal, routing Dallas traffic via the Center Street Bridge and West Salem traffic via the Marion Street Bridge, provides the least weaving conflicts on the bridges. A four-lane (two-way) Center Street Bridge provides "C" level of service on the bridge proper. A three-lane (two-way) Marion Street Bridge is proposed to have a reversible lane that provides two lanes in the peak travel direction. During PM periods, two lanes operate westbound and one lane eastbound. The projected PM peak hour volume for the one lane eastbound is approximately 1,700 vehicles. Level of service "D-E" would result.

The one-way proposal produces higher weaving conflicts on the bridges. The Center Street Bridge is calculated to require four lanes, however, the available weaving distance is deficient. The weave length is particularly poor for traffic approaching from Wallace Road which must make two lane changes to exit via the southbound Front Street off-ramp. The same is true for traffic approaching from Dallas which also must make two lane changes to exit via the northbound Front Street off-ramp. These weaving conflicts are expected to result in level of service "E" during peak periods on the Center Street Bridge. See Map 3, Alternate 1, illustrating lane changes.

A suggested design improvement to alleviate the weave conflicts on the Center Street Bridge is shown by Map 3, Alternate 2. Traffic approaching the Center Street Bridge from Dallas is separated so vehicles destined to the southbound Front Street off-ramp are in the outside right lane and traffic destined to the northbound Front Street off-ramp are in the outside left lane. This allows the Wallace Road approach traffic to make only one lane change to exit via either Front Street off-ramps. This improvement provides level of service "C-D" on the Center Street Bridge.

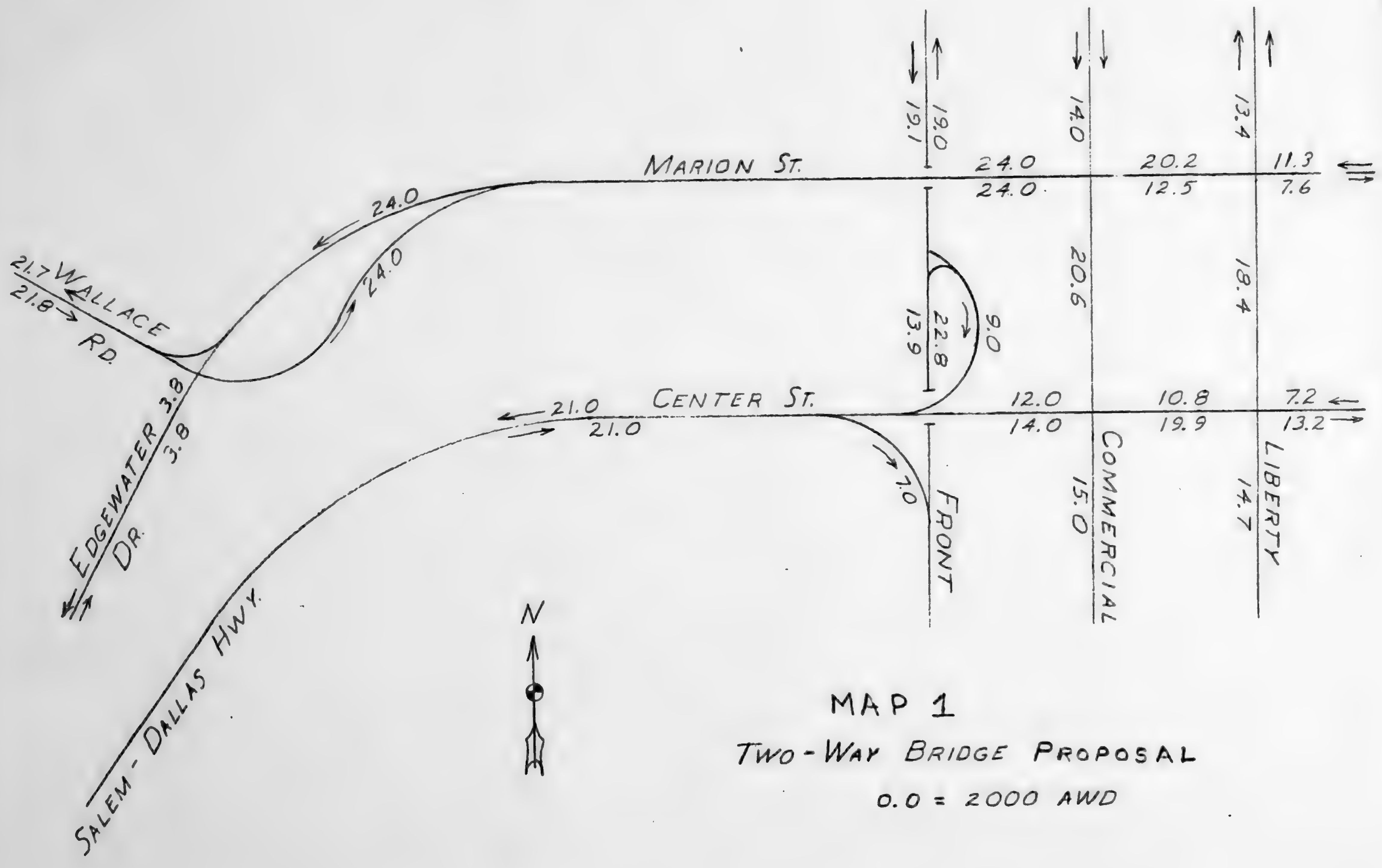
A three-lane (one-way) Marion Street Bridge is deficient in number of lanes for projected year 2000 traffic. See Map 4, Alternate 1. However, weaving conflicts are compounded (requires two lane changes from Front Street on-ramp to Wallace Road off-ramp) with a four-lane Marion Street Bridge. See Map 4, Alternate 2. A suggested design improvement to alleviate the weave conflicts with a four-lane Marion Street Bridge is shown by Map 4, Alternate 3. The improvement consists of providing three lanes for the Wallace Road off-ramp, requiring only one lane change for traffic entering the Front Street on-ramp and destined for the Wallace Road off-ramp. This improvement provides level of service "C-D" with a four-lane Marion Street Bridge.

SUMMARY

The two-way proposal results in unsatisfactory levels of service ("E" and "F") during both AM and PM peak hours at the four key intersections of Center and Marion Streets with Commercial and Liberty Streets. No solutions are apparent to satisfactorily improve the level of service of these intersections with a two-way operation.

The one-way proposal provides the best levels of service at the intersections on the east end of the bridges. Four lanes on both the Marion and Center Street Bridges are needed to accommodate projected year 2000 traffic. With four-lane bridges, design improvements as shown on Map 3, Alternate 2 and Map 4, Alternate 3 are needed to alleviate weaving conflicts.

John Hanks
January 8, 1979

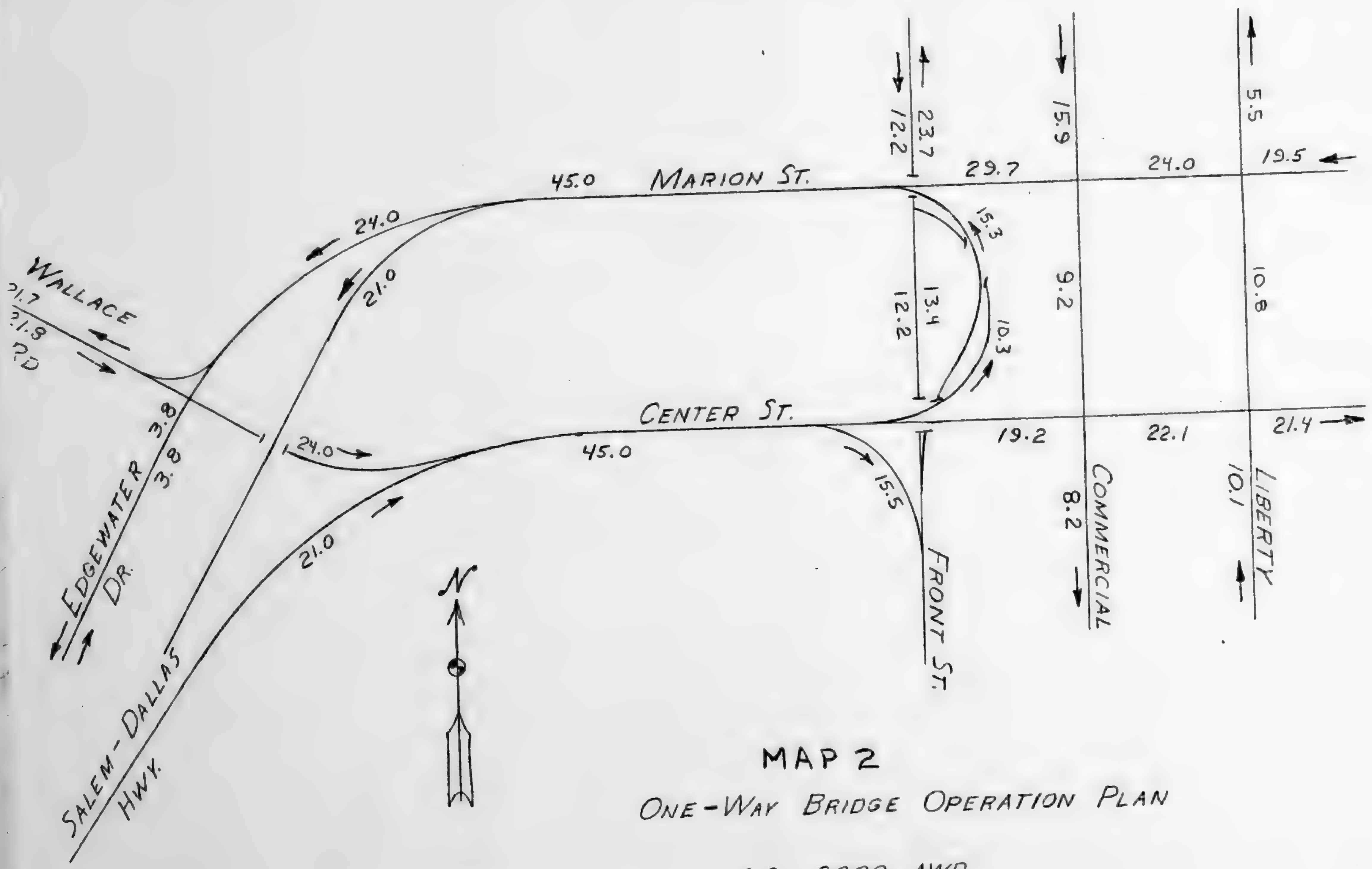


MARION ST.
CENTER ST.
FRONT
COMMERCIAL
LIBERTY
21.7 WALLACE RD. 21.8
EDGEWATER DR. 3.8 3.8
SALEM - DALLAS HWY.
N
24.0
24.0
19.0
19.1
14.0
13.4
24.0
24.0
20.2
12.5
11.3
7.6
13.9
22.8
9.0
20.6
18.4
21.0
21.0
12.0
14.0
10.8
19.9
7.2
13.2
7.0
15.0
14.7

MAP 1

TWO-WAY BRIDGE PROPOSAL

0.0 = 2000 AWD



Wallace Rd
21.7
21.8
Edgewater Dr.
3.8
3.8
Salem-Dallas Hwy.
24.0
21.0
24.0
21.0
45.0
Marion St.
45.0
Center St.
12.2
23.7
29.7
24.0
19.5
15.9
5.5
15.3
12.2
13.4
10.3
9.2
10.8
19.2
22.1
21.4
15.5
Front St.
Commercial
8.2
Liberty
10.1
N

MAP 2

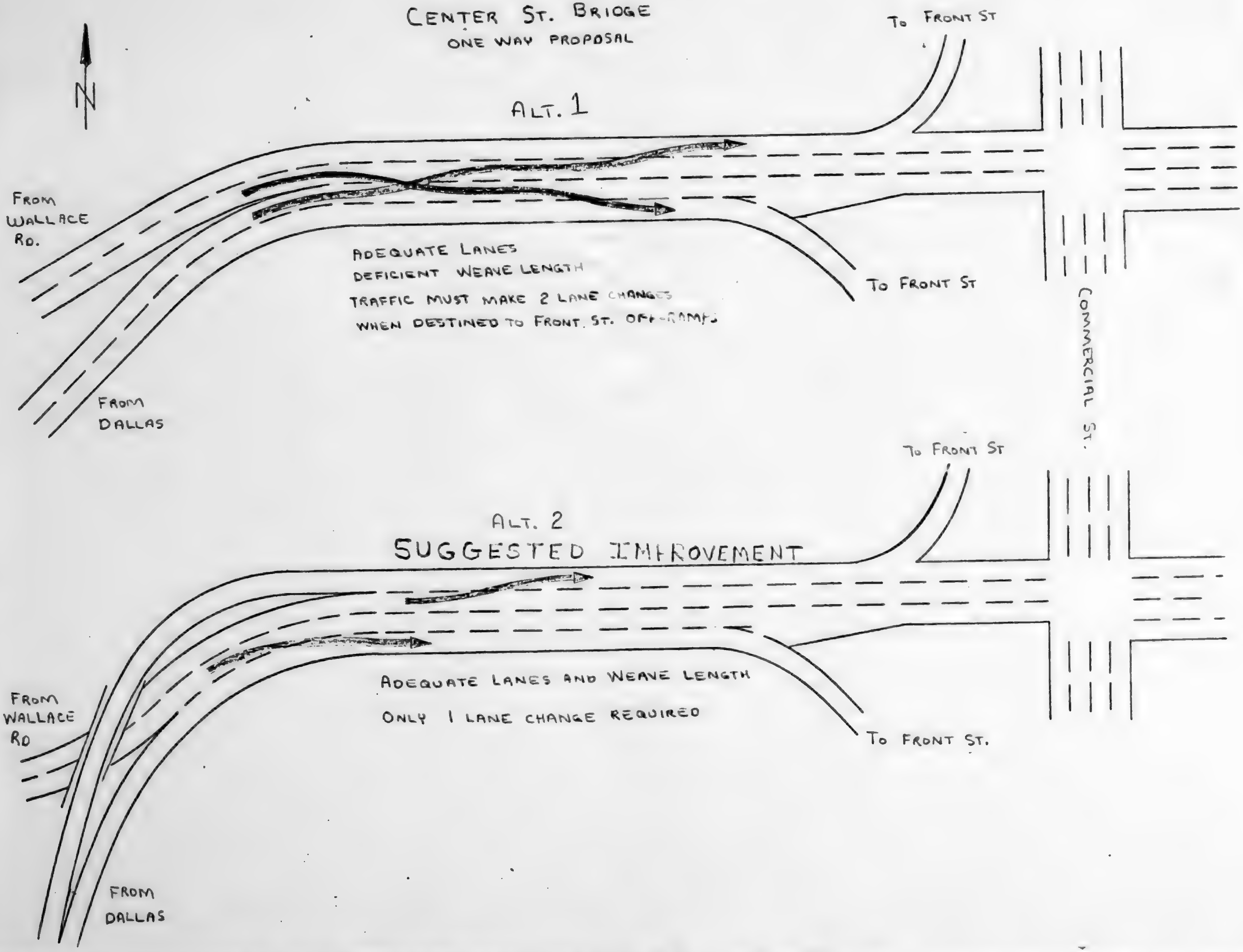
One-Way Bridge Operation Plan

0.0 - 2000 AWD

MAP 3

CENTER ST. BRIDGE

ONE WAY PROPOSAL



N
FROM WALLACE RD.
FROM DALLAS
TO FRONT ST
TO FRONT ST
COMMERCIAL ST.
TO FRONT ST
FROM WALLACE RD
FROM DALLAS
TO FRONT ST.

ALT. 1

ADEQUATE LANES
DEFICIENT WEAVE LENGTH
TRAFFIC MUST MAKE 2 LANE CHANGES
WHEN DESTINED TO FRONT. ST. OFF-RAMPS

ALT. 2

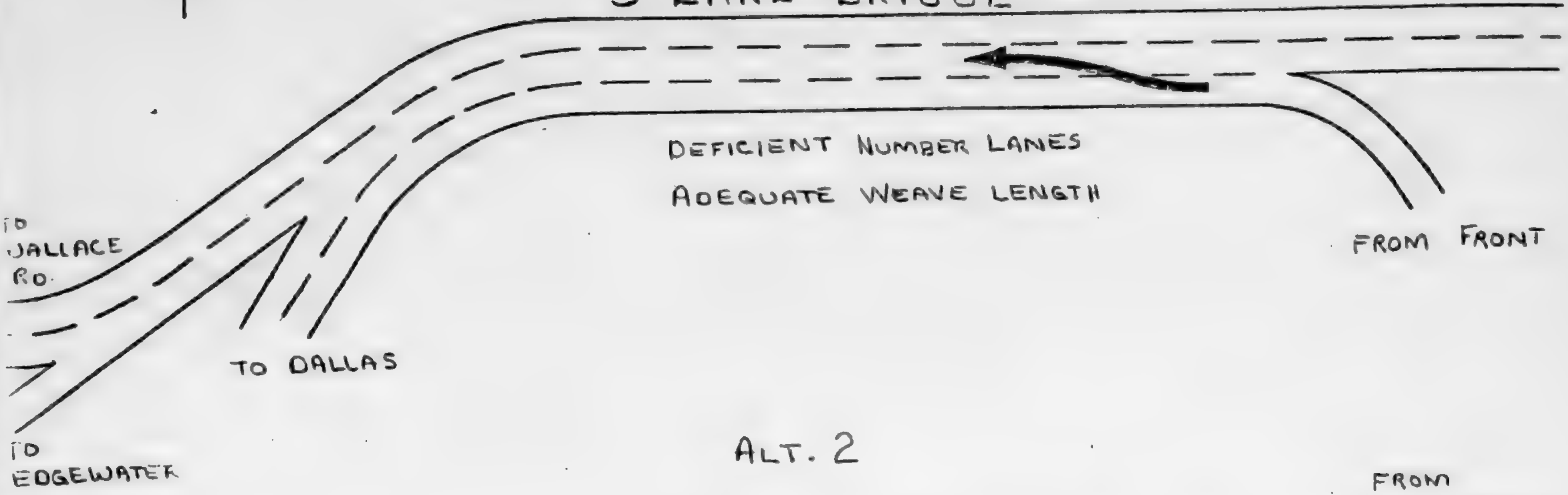
SUGGESTED IMPROVEMENT

ADEQUATE LANES AND WEAVE LENGTH
ONLY 1 LANE CHANGE REQUIRED

MAP 4

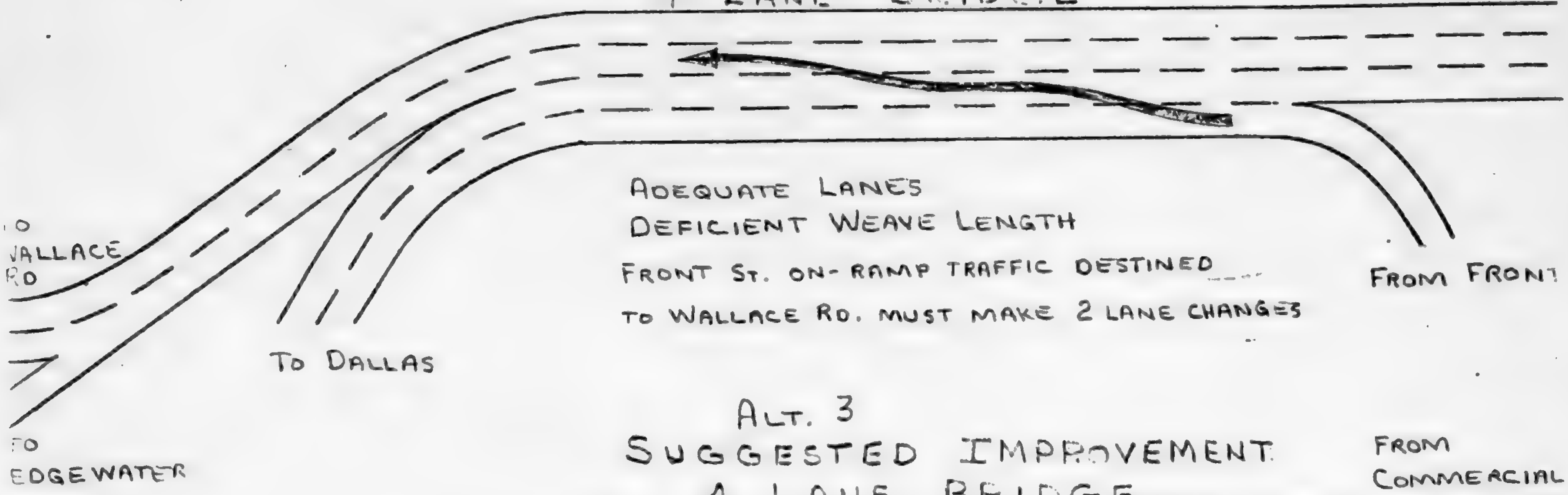
MARION ST. BRIDGE
ONE WAY PROPOSAL

ALT. 1
3 LANE BRIDGE


N
FROM COMMERCIAL
FROM FRONT
TO WALLACE RD.
TO DALLAS
TO EDGEWATER

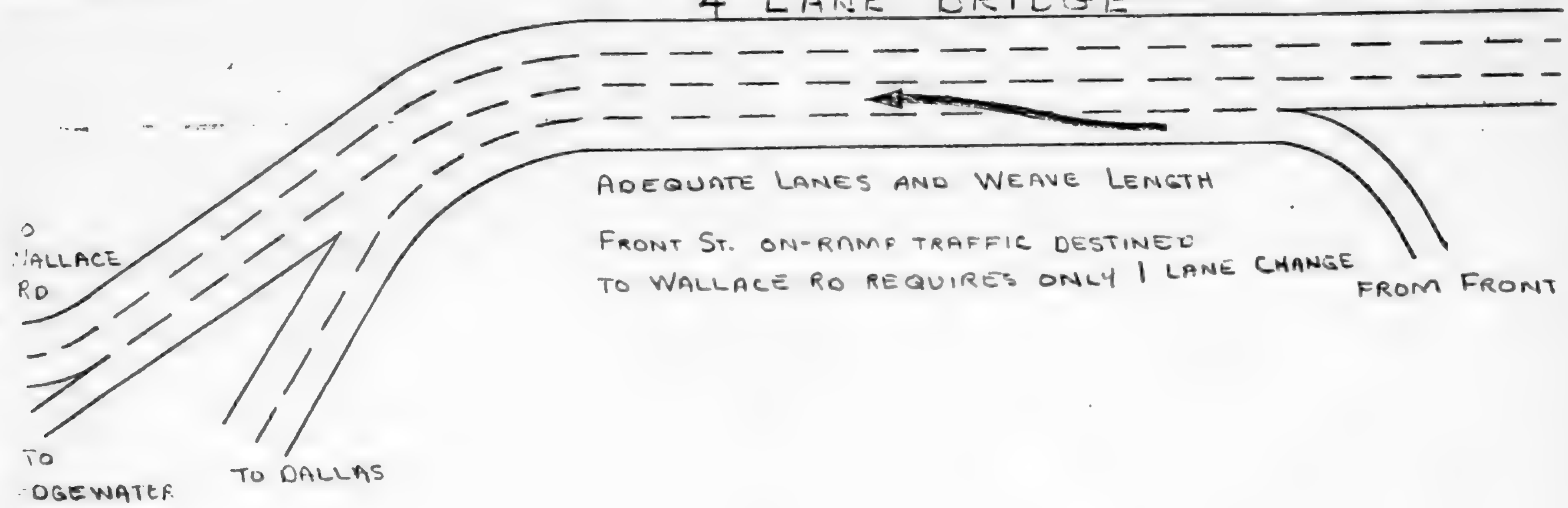
DEFICIENT NUMBER LANES
ADEQUATE WEAVE LENGTH

ALT. 2
4 LANE BRIDGE


FROM COMMERCIAL
FROM FRONT
TO WALLACE RD
TO DALLAS
TO EDGEWATER

ADEQUATE LANES
DEFICIENT WEAVE LENGTH
FRONT ST. ON-RAMP TRAFFIC DESTINED TO WALLACE RD. MUST MAKE 2 LANE CHANGES

ALT. 3
SUGGESTED IMPROVEMENT
4 LANE BRIDGE


FROM COMMERCIAL
FROM FRONT
TO WALLACE RD
TO DALLAS
TO EDGEWATER

ADEQUATE LANES AND WEAVE LENGTH

FRONT ST. ON-RAMP TRAFFIC DESTINED TO WALLACE RD REQUIRES ONLY 1 LANE CHANGE

TABLE 1

COMPARISON OF TRAFFIC ENTERING INTERSECTIONS

Intersection	Year 2000 AWD Volume (1,000's) Two-Way Plan	Year 2000 AWD Volume (1,000's) One-Way Plan
Center and Commercial	45.4	28.4
Center and Liberty	41.8	32.2
Marion and Commercial	58.2	39.9
Marion and Liberty	42.2	30.3

TABLE 2

COMPARISON OF RAMP TRAFFIC

Bridge	Year 2000 AWD Volume (1,000's) Two-Way Plan	Year 2000 AWD Volume (1,000's) One-Way Plan
Center Street		
Off-Ramps		
To South	7.0	15.5
To North	-	10.3
On-Ramp	9.0	-
Marion Street		
On-Ramp	-	15.3
Total Ramp Traffic	16.0	41.1

TABLE 3

PEAK HOUR LEVEL OF SERVICE COMPARISON

Intersection	Two-Way Plan AM Peak	Two-Way Plan PM Peak	One-Way Plan AM Peak	One-Way Plan PM Peak
Center and Commercial	F	F	C	C
Center and Liberty	F	F	C	C
Marion and Commercial	F	F	C	E-F 1/
Marion and Liberty	E	F	C	C-D

1/ The level of service improves to "D" level with four lanes on the Marion Street Bridge.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

Marion County
Department of Public Works
300 Senator Building
Salem, OR 97301

NOTED
E. S. HUNTER

Attention Mr. George T. Grove
Supervising Engineer

Willamette River (Independence) Bridge
Water Line Attachment
Bridge 5789

We have reveiwed the Robert E. Meyer Consultants proposal for attachment of a City of Monmouth 12" steel water main below the south sidewalk of the Willamette River Bridge at Independence.

We reviewed only the capacity of the bridge to carry the water main. Our review does not cover the design of the water line system. The cantilevered sidewalk and deck section of the bridge appear adequate without overstress for the water line loading as described. We would suggest specifying Parabolt or Phillips Red Head "wedge anchors" as expansion bolt options.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Structural
Design Engineer

~~cc E~~. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 9 '79
REFER TO
FOR
Info Invest R/O D/R [illegible] Ad File

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engine

TELEPHONE 588-5036
AREA CODE 503

December 21, 1978

Oregon Department of Transportation
Office of Technical Services
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

RE: Independence Bridge - Structural Analysis.
Proposal to Support a New Water Main Under
Bridge.

Gentlemen:

Attached please find a proposal submitted by Robert E. Meyer Consultants (representing City of Monmouth) to hang a 12" steel water line under the cantilevered sidewalk portion of the bridge deck.

This office would appreciate your structural analysis and report as to the structural capacity of this State designed County bridge to carry loads imposed by the proposed water main. Mike Porter, Staff Engineer for Robert E. Meyer, has been in contact with your office and was told that State could perform the above service if requested by County.

If there is any question or if further information is needed, please advise.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

NOTED
L. L. WALLACE

GTG:lk

cc: Ron Peterson, City of Monmouth

Phil Stearns, Region II, OSHD

John J. Green

Attachment

RECEIVED
DEC 27 1978
BRIDGE SECTION

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

DEC 28 '78

REFER TO
Grant

FOR:

Info	Inves	R/D	D/R	Sign	Act	File
		X			X	

Robert E. Meyer Consultants

Engineers • Planners • Surveyors

Beaverton & Redmond

14250 S.W. Allen Blvd.
Beaverton, Oregon 97005
(503) 643-7531

1301-00

December 14, 1978

RECEIVED
DEC 15 1978
MARION COUNTY ENGINEER

Department of Public Works
Marion County Courthouse
Salem, Oregon 97301

Attn: Mr. George T. Grove

Re: Monmouth Waterline Crossing
Independence Bridge

Dear Mr. Grove:

We have completed the bridge hanger design and have included 3 sets of the hanger design, calculations and other information showing the intended location of the 12-inch steel water line.

On behalf of the City of Monmouth, we are requesting permission to construct this water line on the bridge. We understand that you will forward information to the Bridge Design Section, DOT for their analysis of the design. We ask that you return one set of these documents with any comments and approvals you may wish to give. If there is a formal application form to be executed by the City, you may send it through me.

Please notice that we have avoided using the wooden structure for support as you requested. The transition from the bridge to the ground will be made at each end very near to the point where the bridge meets the existing ground.

George, if you, or John Green, have any questions please do not hesitate to call me directly rather than correspond by mail. The same suggestion can be passed along to the State engineers when you forward the other sets. Thank you for your help.

Sincerely,

TMPorter

T. Michael Porter, P.E.
Staff Engineer

cc: Mr. Ron Peterson, City of Monmouth

TMP/mb

enclosures

MEMORANDUM

TO: Jim Hockin, Clearinghouse Officer

FROM: Richard Knowles, Transportation Coordinator RLK

SUBJECT: A-95 - Willamette River (Center Street Bridge)

DATE: November 27, 1978

I would like to respond to this particular project request with the following comments:

1. The project is noted as having Environmental Impact (box 33) yet additional narrative indicates Category 3 (Major-Nonsignificant). These seem to be inconsistent. I question the Category 3 determination. I believe this project should be Category 2. My reasons are as follows:

   a. The Project Request for Marion Street Bridge widening and ramps was approved as Category 2. The reasons were:

      1) The project would potentially affect Wallace Marine Park.

      2) The addition of a third lane to Marion Street Bridge would have implications on land use and urban growth policies in West Salem.

      The Marion Bridge widening would add one lane and ramps at a cost of about $3.2 million.

   b. The Center Street Bridge replacement is a $25 million project involving the replacement of an existing bridge in the same corridor as the Marion Street Bridge widening project. It will pass over and adjacent to Wallace Marine Park, and it will have significant impact on land use and urban growth in West Salem.) Eb note

2. The PNR, page 2, states that the project will not impact a neighboring jurisdiction. The Center Street Bridge links Marion and Polk Counties. Therefore, any increase or reduction in bridge capacity directly affects both counties. Polk County has disagreements on Urban Growth Policies with Marion County and the City of Salem; and therefore this proposed project affects urban growth policies of Polk County, the City of Salem, and Marion County.

RK/cah

cc Alan Hershey, Director 12-12-78

Tony
Seems to me that Knowles [illegible] built
should be trying to get [illegible]
as cheaply as possible instead of
introducing (voluntarily) delay, additional
cost and inflation plus loss of
use benefit. Who is he speaking for?
-H

RECEIVED
TECHNICAL SERVICES
DEC 1978
REFER TO
FOR
Info Inve. R/D Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 4, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Willamette River (Salem) Bridges
Willamina-Salem Highway
Marion County

TO: MEMO TO THE FILES

An Interdisciplinary Team #1 meeting was held on November 30, 1978, on the subject project. Present were Terpin, Engelmann, Cranford, Hanks, Hunter, Fredrickson, Tebeau, Royer, Hart, Tindall, Versteeg, Boyd, Olson, Krohn, and Potter. The agenda is attached.

After covering all items on the agenda and discussing numerous issues surrounding the project, it was decided that more information is needed in the traffic engineering area, structure estimates, and general construction/staging cost estimates before we can decide which alternatives are eligible for further project development work.

Design listed the following alternatives to date:

Alternate 1 - Marion Street - Do nothing; use existing structure as is.

Center Street - Replace existing structure with a standard two lane structure.

Alternate 2 - Marion Street - Widen roadbed section of existing structure to three lanes.

Center Street - Replace existing structure with a standard three lane structure.

Alternate 3 - Marion Street - Widen existing structure to a standard three lane structure.

Alternate 3A - Marion and Center Streets - Construct standard three lane structures (same as Alternate 3) and stripe for four lanes.

Alternate 4 - Marion Street - Widen existing structure to a standard four lane structure

Center Street - Replace existing structure with a standard four lane structure.

RECEIVED
TECHNICAL SERVICES
DEC 5 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In addition, Region 2 introduced a scheme for two-way operations on both bridges. Traffic and Design will look at that scheme from an operational standpoint. Region also expressed concern about the safety aspects of left-hand on-ramps.

The group agreed to meet again to decide on the alternatives when more information on cost and operations is available. Attached is the material distributed at the meeting.

GAP:ss

Attachments

cc: All Participants

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

NOTED
E. S. HUNTER

A REVIEW OF MARION AND CENTER STREET BRIDGE PROPOSALS AND TRAFFIC FORECASTS

The Urban Studies Unit has been asked to furnish traffic forecasts for the Marion and Center Streets bridges. Also, for "an analysis and justification for the various ramps".

The requested traffic forecasts have already been furnished. Subsequently, requested refined forecasts are now being prepared. The most needed forecasts to analyze weave movements will be available in about ten days. A new hand-adjusted analysis of the CBD area is also underway, but will take substantially longer; perhaps six weeks or more. This work will address other traffic problems in the CBD which could have impacts on the Level of Service on the bridges and ramps.

The Urban Studies Unit is not in a position to justify the bridge proposals as contained in the Transportation Plan which are now under design study. These were not ODOT proposals, but were COG and/or City proposals.

In the course of the planning process many alternative or "what if" proposals are made. Usually ODOT is requested to computer test these alternate proposals for traffic volume demands. Frequently, preliminary cost estimates are also requested.

In response, the Urban Studies Unit does the technical testing and obtains prototype cost estimates from the Design Section. The purpose of this work is to compare alternatives and eliminate those that can be shown as not feasible at this stage of the planning process. Because of limited staff capabilities and the large number of alternatives to be considered, a detailed design analysis of all alternatives is not possible at this stage. Ideally, the undesirable alternatives should be set aside and the one or two promising alternatives subjected to design analysis before adoption into the plan. For whatever reason, there are times that this process may not be followed; enthusiasm or support for a project may push it rapidly forward without a detailed design review. Such a situation can be unfortunate if the eventual detailed design review indicates that there may be significant operational problems.

In the case of the Marion and Center Street Bridges, there is no question about the need for more river crossing capacity. The bridge proposals developed for the Transportation Plan were based on land use and population figures furnished by the City and the COG for Future Test Systems (FTS) 1, 2 and 3. FTS-3 was close to the eventually adopted plan. Map 1 (attached) shows that two separate traffic assignments were made for FTS-3 based on different technical models. Both tests indicate a year 2000 forecast of about 37,000 vehicles per day on each bridge. The resulting proposals were based upon three lane bridges, which possibly could satisfactorily handle the projected volumes.

About the time the plan was adopted there was a change in the COG Transportation Coordinator. At a still later time, the new coordinator discovered that the Year 2000 population and employment forecasts did not match those used for the Comprehensive Plan. This resulted in a request for a FTS-4, which used the population distribution of the Comprehensive Plan and a network very close to the adopted plan.

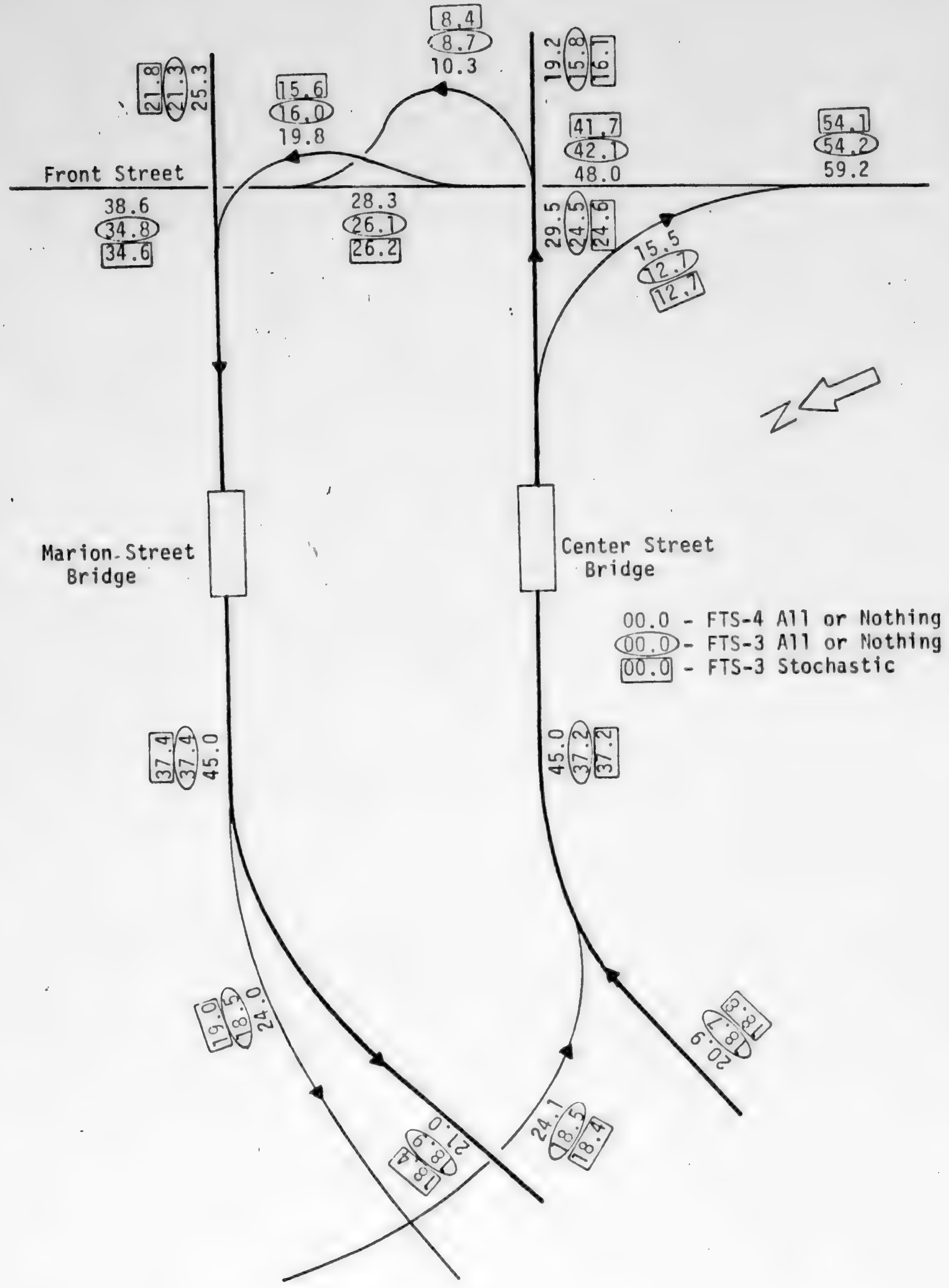
The resulting FTS-4 traffic forecasts for the bridge and the ramps are also shown on Map 1. About 15,000 more trips per day are indicated. Obviously, these additional trips could have a detrimental effect on the earlier proposals in those locations where the number of needed lanes would need an increase. This would be especially true of ramps that were previously satisfactory on a border line basis.

Preliminary analysis indicates that four lanes will be needed on the bridges and several ramps will require more than one lane. Furthermore, weave conditions across four lanes of traffic will be more hazardous than a lower volume of traffic weaving through three lanes.

For these reasons it appears that design alternatives should be sought that will relieve the problems. A more complete design analysis is already underway by the Project Analysis Unit.

W. L. Cranford
November 29, 1978

MAP 1



8.4
8.7
10.3
21.8
21.3
25.3
15.6
16.0
19.8
19.2
15.8
16.1
41.7
42.1
48.0
54.1
54.2
59.2
Front Street
38.6
34.8
34.6
28.3
26.1
26.2
29.5
24.5
24.6
15.5
12.7
12.7
N
Marion Street Bridge
Center Street Bridge
00.0 - FTS-4 All or Nothing
00.0 - FTS-3 All or Nothing
00.0 - FTS-3 Stochastic
37.4
37.4
45.0
45.0
37.2
37.2
19.0
18.5
24.0
20.9
18.7
18.3
21.0
18.9
18.4
24.1
18.5
18.4

Salem, Oregon
November 24, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Traffic Projection and Analysis
Marion St.-Center St. Structures

John Hanks
Bill Cranford

Preliminary Design is preparing plans for the Marion Street and Center Street Structures to be used in the environmental impact process. The selected design alternates will be used as a basis for a construction project as soon as plans, specifications, right-of-way, etc., can be completed.

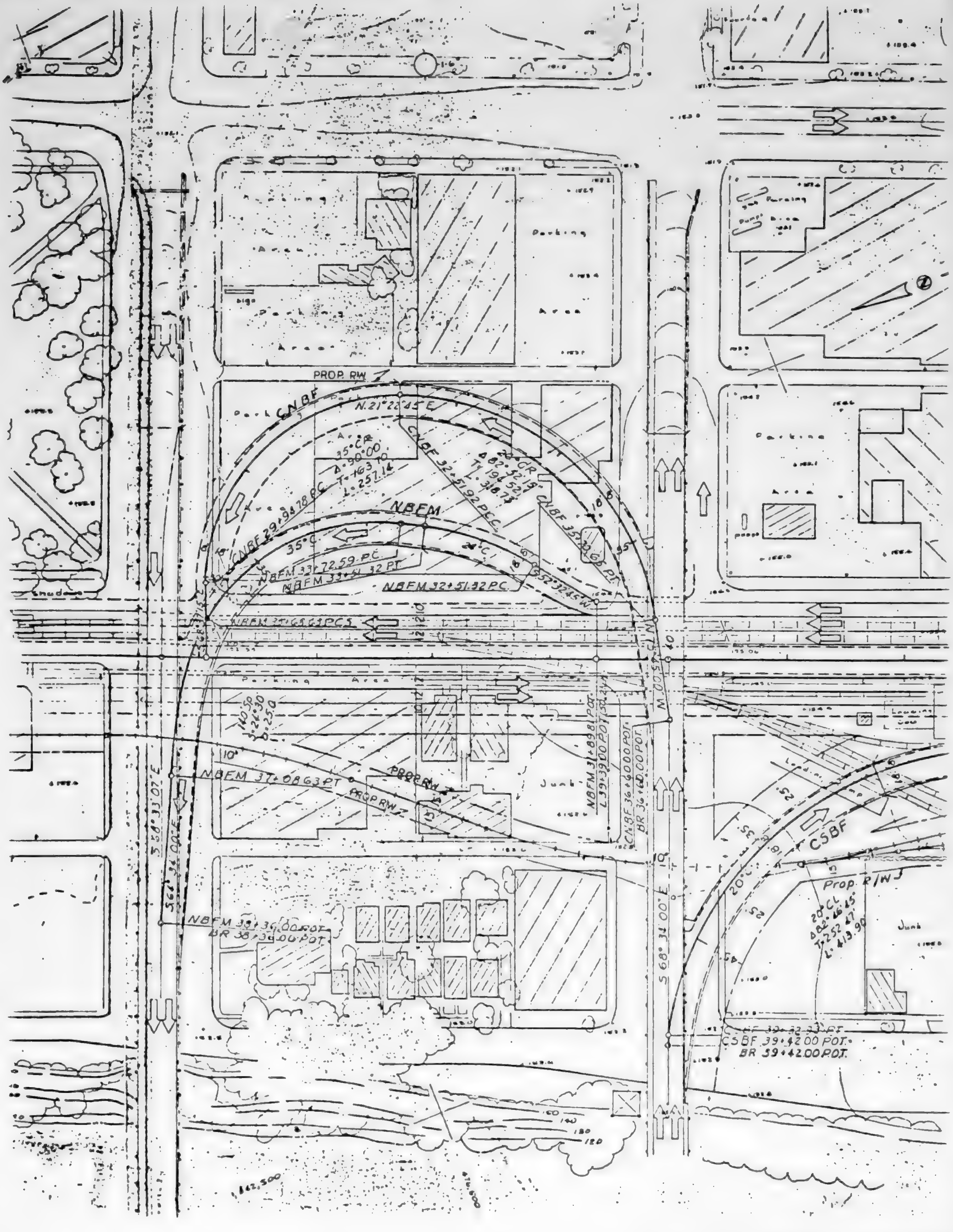
This is to confirm a previous request that Bill Cranford's Urban Studies Unit supply the projected traffic volumes and an analysis and justification for the various ramps.

John Hank's Project Analysis Group is requested to supply the operational analysis such as the number of lanes, turning movements, level of service, etc.

Considerable cooperation between the two Units may be required to insure reliable information and to avoid confusion among the users of the requested information.

Team #1 is scheduled to meet November 30 to discuss this project. Any information that could be made available for this meeting would be appreciated.

JHV:jh
cc: Gary Potter
L. E. George
Bill Tebeau


Parking
Area
Parking
Area
Parking
Area
PROP. RW
CNBF
N.21°22'45"E
35°CR
Δ 90°00'
T 163.10
L 257.14
CNBF 32+51.92 P.C.C.
20°CR
Δ 82°52'15"
T 194.52
L 318.73
CNBF 35+70.66 P.T.
CNBF 29+94.78 P.C.
NBFM
35°C
24°C
NBFM 33+72.59 P.C.
NBFM 33+41.32 P.T.
NBFM 32+51.32 P.C.
S 52°32'45"W
NBFM 27+65.63 P.C.S.
Parking Area
10°SP
S 26°30'
θ 25.0
10'
NBFM 37+08.63 P.T.
PROP. RW
PROP. RW
Junk
NBFM 31+89.81 P.O.T.
L 39+39.00 P.O.T.
CNBF 36+60.00 P.O.T.
BR 36+60.00 P.O.T.
S 68°33'07"E
S 68°34'00"E
NBFM 39+36.00 P.O.T.
BR 38+36.00 P.O.T.
S 68°34'00"E
CSBF
20°CL
Prop. R/W
20°CL
Δ 82°16'15"
T 252.47
L 413.90
Junk
CSBF 39+42.00 P.O.T.
BR 39+42.00 P.O.T.
Loading
Gas Parking
Public Parking
642,300
176,000

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Willamette River (Center St Bridge)

DATE: November 21, 1978

The state has reviewed your project and reached the following conclusions:

NOTED
H.S. COULTER

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

11-30-78 copies sent to:
G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
C. O. Fredrickson, Region 2
R. A. Kuehn, District 3
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7810 2 490

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
10-20-78

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
OCT 26 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7810 2 480 Due Date: NOV 17 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVE
OCT 26 1978
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7810 2 480 Due Date: NOV 17 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- (X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

BRIDGE - WILLAMETTE RIVER

REMARKS (Please type or print legibly)

OUR STAFF ARCHEOLOGIST IS WILLING TO LOOK AT THE PROJECT LOCATION TO CHECK FOR ARCHEOLOGICAL CONCERNS. THIS IS POSSIBLE AS OUR OFFICE IS SEVERAL BLOCKS FROM THE PROJECT. CONTACT LELAND GILSEN AT 378-5023 FOR COORDINATION. IT IS DOUBTFUL ANY NEW IMPACTS WILL OCCUR DUE TO PAST DISTURBANCES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency: SHPO By: David G. Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 2? 1978

OCT 26 1978
DIVISION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7810 2 480 Due Date: NOV 17 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project will require an Indirect Source Construction Permit.

Agency DEQ By Howard W. Harris

File No. ____________ C
Rd. No. ________ M.P. ____________
City of ____________
Streets ____________
Rural ________ Urban ________

30

Marlowe Krohn
Senior Designer

November 16, 1978

Von
Von Hemmert
Transportation Analyst

Projected Volumes For Center and Marion Streets Bridges and Ramps

Your November 8, 1978 memo requested 20-year traffic volume projections for the Center and Marion Street Bridges and ramps. The attached sketch provides this information.

These data were based on Future Test System (FTS) 4 which is the closest simulation of the adopted transportation plan that we have at this time. The technical nature of FTS-4 is such that the resulting volumes should be considered demand volumes or maximums. No hand adjustments of the computer data have been made.

Whether or not these volumes will materialize depends on policy and engineering decisions made at other locations in the system. For example, in the same FTS-4 traffic assignment, the volumes on Commercial and Liberty are about 5,000 or 6,000 each, in the CBD. The resulting levels of service on Commercial and Liberty would be higher than on Front. If so, it follows that some of the Front Street traffic would be attracted to the Commercial-Liberty Couplet.

Another way of saying this is that the assumption was built into FTS-4 that some policy would be adopted (signal timing, traffic diverters, etc.) on the Commercial-Liberty Couplet, that would force the traffic over to Front Street. However, the policies that will be adopted have never been defined.

As a further example, in order for the Front Street traffic volumes to materialize the northbound traffic on Liberty must be able to turn left at Ferry Street. A preliminary look at the projected turning moves indicates that a satisfactory intersection design may not be available that will allow 20,000 cars per day to turn left on Ferry Street.

VEH:dpy

Attachment

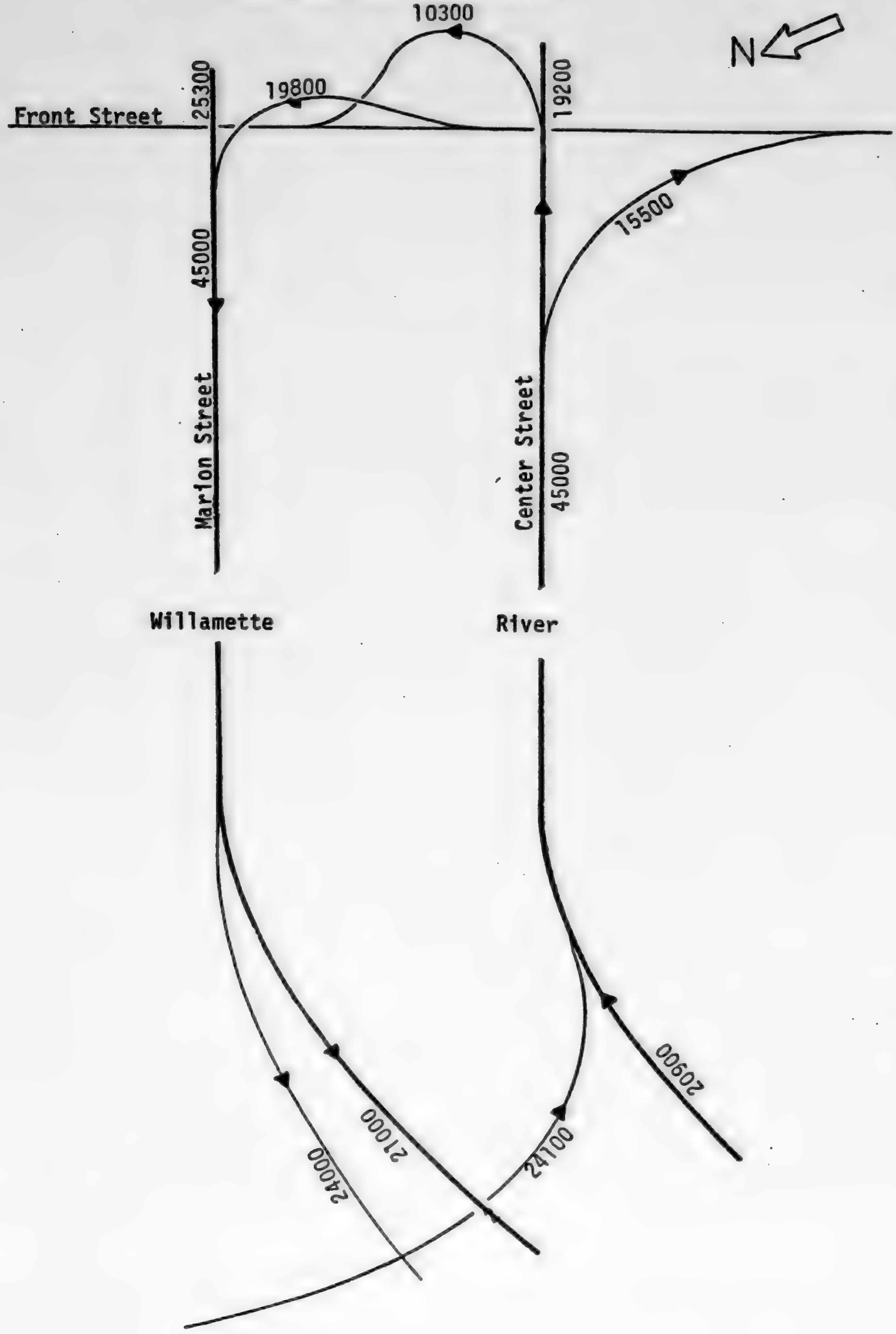
cc: Richard Knowles
C. O. Fredrickson
J. H. Versteeg

W. H. Tebeau
Versteeg ✓
Christensen
Turpin
Sullivan
Scott
Anderson

RECEIVED
NOV 17 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ____/____/__
Action ____

CENTER STREET & MARION STREET BRIDGES
YEAR 2000 TRAFFIC FORECASTS


10300
N
19800
25300
19200
Front Street
15500
45000
Marion Street
Center Street
45000
Willamette
River
20900
21000
24000
24100

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 14, 1978

FILE:

J H Versteeg

FROM: J. H. Versteeg
Engineering

SUBJECT: Marion Street-Center Street
Structures

TO: Walt Hart
D. H. Moehring
J. B. Boyd
Frank Terpin
L. E. George
C. O. Fredrickson

We are preparing preliminary plans for the Marion Street-Center Street Structures in response to the City of Salem's I-305 transfer funding to add a third lane to the Marion Street Structure and possible funding of the Center Street Structure replacement. The following items are being considered or developed in preparing the preliminary plans.

1. Typical sections for the Marion Street Structure.
2. Typical sections for the Center Street Structure.
3. Structural limitations on the Marion Street Structure.
4. Stage construction plans for Marion-Center Street Structures.
5. Bicycle travel patterns at the east and west ends of the structures and access to Wallace Marine Park.
6. City funding limits on Marion Street.
7. Marion and Center Street ramps existing, proposed and future.
8. Traffic projections, signals, access and capacities.
9. Right-of-way requirements.

The preliminary plans are two to three weeks from completion. In the meantime we would appreciate your suggestions, recommendations or comments on this proposal.

JHV:jh
cc: H. S. Coulter
E. S. Hunter
Gary Potter

RECEIVED
TECHNICAL SERVICES
NOV 14 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

FILE: T 30-2

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 13, 1978
Salem, Oregon

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Center Street & Marion
Street Bridges
Willamina-Salem Hwy
Polk & Marion Counties

The west approach to the Center Street Bridge in Salem has been a subject of concern for a considerable time period. Most of this concern deals with the channelization prior to the structure. At this time, the effects of various modifications to the channelization and the points of channelization are being studied for impact by John Hanks' section. When the potential effects of these are determined, appropriate recommendations will be made.

A separate issue is an emergency operations plan. A preliminary meeting between Region personnel and City of Salem will take place on the 16th of November and options will be discussed. When appropriate, the Traffic Engineering Section will be notified and efforts coordinated.

DRW/rgl
L. E. George
R. A. Kuehn

RECEIVED
STATE HWY ENGR
NOV 13 '78
REFER TO
FOR

Info	[illegible]	R/D	D R	Sign	Att	File

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
ALAN H. HERSHEY, *Director*

cc Versteeg
Hart
11-9-78 jc

M E M O R A N D U M

DATE: November 3, 1978

TO:
Bob Burco, Director, ODOT
Ed Hunter, Technical Services Engineer, ODOT ✓
Ralph Hanley, City Manager, Salem
B. T. Van Wormer, Public Works Director, Salem
Bill Cranford, Urban Studies Supervisor
Gary Potter, Manager, Environmental Section, ODOT
Chuck Frederickson, Region 2 Engineer, ODOT
Phil Stearns, Region 2 Federal Aid Engineer, ODOT
Ernie Valach, Federal Highway Admin., Program Dev. Engineer
Bill Kappus, Federal Highway Admin., Area Engineer
Dick Knowles, Transportation Coordinator, COG
Doug Van Dyke, Traffic Administrator, City of Salem
Cam Gilmour, Project Manager, ODOT
Pieter Dykman, Research Coordinator, ODOT

RECEIVED
TECHNICAL SE.
NOV 6 '78
REFER TO
FOR

FROM: Alan H. Hershey, Director, COG AH

SUBJECT: Marion and Center Street Bridges Coordination Meeting October 27th

The purpose of this memo is to follow up on the above meeting. The following conclusions were drawn from the discussion:

1. There is no confirmation that the Center Street Bridge is included in the 1978 Highway Act. Ernie Valach was asked if he would check to see if the Center Street Bridge is included in the 1978 Highway Act as passed by Congress and presented to the President for signature (signature pending). By copy of this memo, I am asking Mr. Valach if he would inquire from DOT's D. C. Office as to when the White House expects the signature.

2. A Project Request for Center Street Bridge has been prepared by Phil Stearns and is currently being reviewed by all affected agencies through the A-95 process. This draft of the Project Request asks for a Category 3 determination (Negative Declaration). However, discussion at our meeting indicated that it should not seek a Negative Declaration, instead it should be a full Environmental Impact Statement.

   COG intends to comment on the A-95 indicating that a joint meeting of the Federal Highway Administration, State Department of Transportation and

MEMBER AGENCIES:
State of Oregon. **COUNTIES:** Marion, Polk, Yamhill **CITIES:** Amity, Aumsville, Aurora, Carlton, Dallas, Dayton, Detroit, Falls City, Gervais, Hubbard
Idanha, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Silverton, Stayton, Sublimity, Turner
Willamina, Woodburn **SPECIAL DISTRICTS:** Chemeketa Community College, Marion County Fire District # 1, Marion County Intermediate Education
District, Yamhill County Intermediate Education District, Marion, Polk and Yamhill Soil & Water Conservation Districts, Salem School District 24J

city officials concluded that the project should properly be an Environmental Impact Statement. We will ask that the Project Request be amended.

3. The Marion Bridge widening/bridge ramps project was approved by DOT as an EIS.

4. Our consensus was that the EIS work could and should be combined for both bridges. The question of timing seemed to indicate there would be little difficulty in coordinating the two, and there are many advantages to this.

   Salem City Council decisions on priorities and scheduling will probably be made by mid-December; EIS work should begin, at the latest, within six months (April 1). The remainder of the time is needed for processing the Project Requests.

5. ODOT Environmental Section representatives indicated ODOT would have the time and capability to do the EIS work. This was confirmed after the meeting with Gary Potter. Mr. Hanley agreed it would be preferable to the City for ODOT to do the EIS work. I indicated this is also what COG would prefer.

6. It was agreed that the principal liaison persons representing the City, COG and ODOT on the Marion and Center Street Bridges will be:

   ODOT - Chuck Frederickson, Region 2 Engineer
   City of Salem - B. T. Van Wormer, Public Works Director
   Council of Governments - Dick Knowles, Transportation Coordinator

We appreciate everyone's participation in the meeting and your assistance in bringing these two projects together in a single, well-coordinated effort.

AH/cah

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1978

TO: Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Building
220 High Street N.E.
Salem, Oregon 97301

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Willamette River (Center St., Salem) Bridge
Highway: Willamina-Salem, OR, Rt. 22
County: Marion/Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 20, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 C. O. Fredrickson
District 3 R. A. Kuehn
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Willamette River (Center St.,Salem) Bridge BRF - 47 (-)	
11	12] PROJECT LOCATION—CITY Willamina - Salem OR, Rt. 22	PROJECT LOCATION—COUNTY Marion/Polk PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project, 0.4 miles in length, involves preliminary engineering right-of-way, [71

07 12] Grading, Paving, Structure, Incl. all phases of utility preparatory work for the [71

08 12] construction of a new bridge across the Willamette River following the existing [71

09 12] Center Street Bridge corridor. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
16,293,750		5,431,250			21,725,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 10/20/78

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
November	20	1978

Form PNRS-1 Page 1

ADDITIC AL INFORMATION—ALL APPLI NTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/20/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

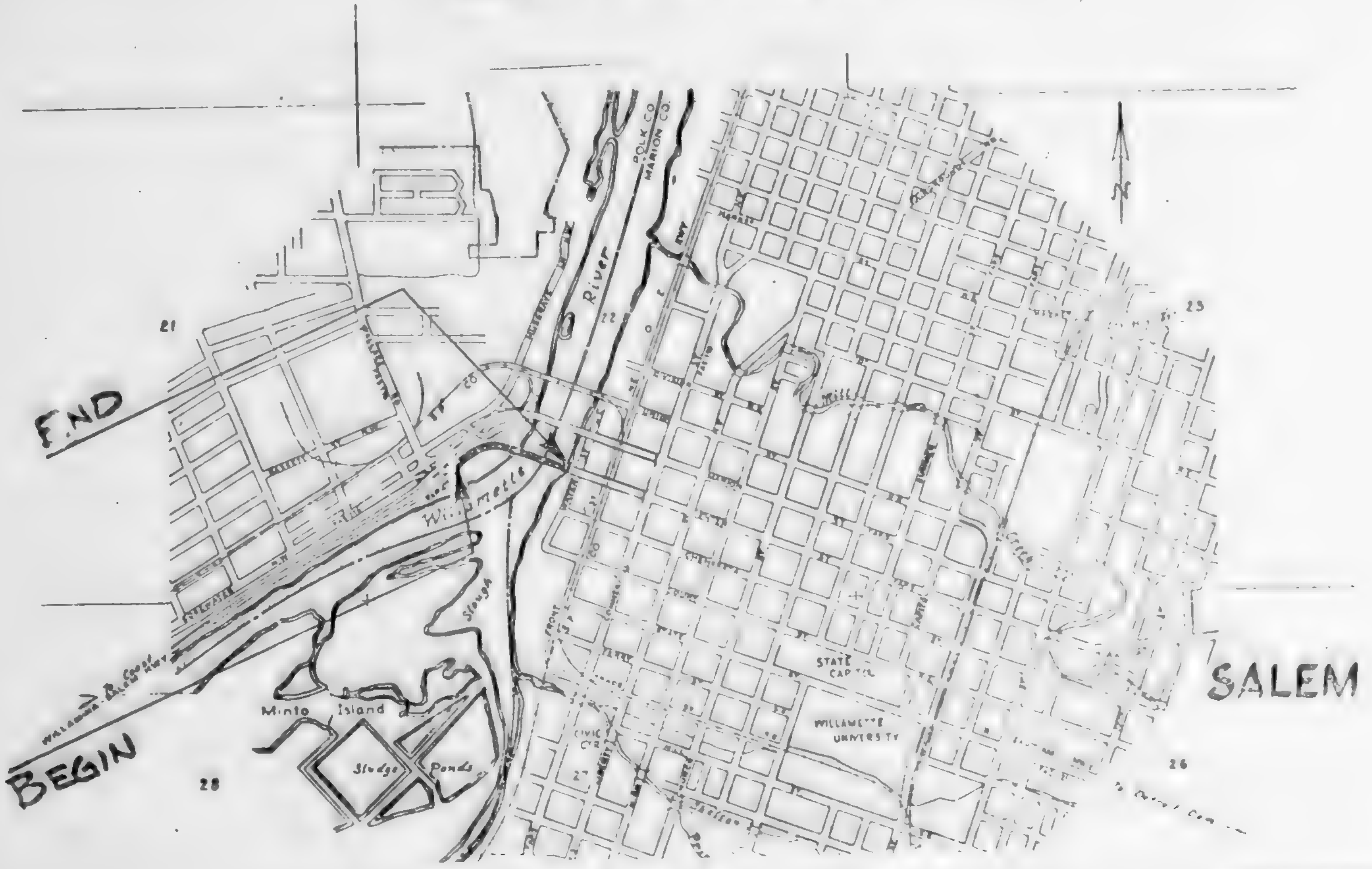
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

WILLAMETTE RIVER (CENTER ST., SALEM) BR. SEC.

WILLAMINA – SALEM HIGHWAY

MARION & POLK COUNTIES


END
BEGIN
Willamina–Salem Hwy
21
28
22
23
26
Minto Island
Sludge Ponds
Slough
Willamette
River
POLK CO.
MARION CO.
Mill
FRONT
STATE CAPITOL
WILLAMETTE UNIVERSITY
CIVIC CTR
N
SALEM

file
Fed Legis - Hw.
Hwy (Cent. St.)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Project Data Submission
Item No. 90024
Project No. BRF-47(9)
Willamette Riv. (Center St., Salem) Br. Section
Marion & Polk Counties

Funds for the replacement of the subject bridge have been included in the 1978 Surface Transportation Act as a part of the Special Bridge Replacement Program. We propose to proceed with the work necessary to accomplish this project as rapidly as possible. PR-1 forms and project maps for the project are attached.

We request authorization to proceed with all three phases of work (PE, ROW & Const.) at an estimated total cost of $25,025,000, with an obligation of $20,020,000 in Federal funds.

In order to conplete our request, we have initiated the following:

1) Adding of the project to SATS FY'79 TIP/AE.

2) Submitting the A-95 review documents to the State Clearinghouse.

3) Compiling the environmental assessment.

JLG:pf
Attachments

cc: C. O. Fredrickson (Region 2)
R. A. Burco

RECEIVED
OCT 19 1978
OFFICE
DIRECTOR of TRANSPORTATION

DIRECTOR'S FILE

September 25, 1978

Mr. Norman G. Gatz
1151 SE. Shelton
Dallas, OR 97388

Dear Mr. Gatz:

Your letter of August 28 suggested additional traffic improvements in downtown Salem other than the reconstruction of the Center Street Bridge.

The Central Salem Development Plan was evolved some years ago specifically to relocate traffic away from the central area and eliminate or reduce delay and congestion in the business district. The Pringle Creek Parkway, widening of Front Street with its connections to the Parkway and North Commercial and Liberty Streets and the Marion and Center Streets connecting bridge ramps are all elements of a route that will remove traffic from the central area and permit better traffic flow with reduced delay. The route and the bridge ramps are being constructed as rapidly as funding will permit.

The Salem Area Transportation Study conducted extensive analyses of possible river crossing corridors in Salem. All possible crossing corridors were examined several times in great detail. Both the Mission Street corridor and the Pine Street corridor failed to show enough future traffic volume in relation to their estimated construction cost to justify being included in the transportation plan.

The street lights mentioned in your letter belong to the City of Salem and are maintained by Portland General Electric Company. As part of the maintenance program, the system is energized every three to four months in the daytime to check for burned out lamps and control circuit operation. It takes several hours to run these checks. We believe that is why you saw the street lights burning in the daytime.

Sincerely,

Robert A. Burco
Director of Transportation

LEG:ds

bc F. B. Klaboe
E. S. Hunter
L. E. George
Jim Hunter

aug 28, 1978

Mr Robert A Burco
Salem ore

Dear Sir

I read the article in the Statesman of aug 26, 1978 about the centerstreet bridge, it may need to be replaced. But the Salem Department of Transportation should know that they need to get the cars away from down town ✓

The cars are now wasteing ✓ thousands of gallon of gasoline daily by not being able to go only 1/2 or 1/3 block at a time. We all know and so do you that we need two other bridge across ✓ the river, one on mission st which (mission St.) needs to be a four lane over head free way with a few on & off ramps and let the cross traffic go under the freeway. ✓ The other bridge on pine St. I am not very smart but anyone can figure that out.

You may not get this letter but thanks you reading this letter

Sincerely

P.S. How come all the down town street lights were on from 1.45 PM. to 3.00 PM they may been on longer but I was in town only that long

RECEIVED
TECHNICAL SERVICES
AUG 31 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

RECEIVED
OFFICE
DIRECTOR of TRANSPORTATION

nig

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-47(7)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM:

ITEM NO.: 80363

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-22-78

FEDERAL ROUTE NUMBER: Primary 47

STATE ROUTE NUMBER: Primary 30

GENERAL LOCATION:

WILLAMETTE RIVER (SALEM) BRIDGE SECTION

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Archeology Salvage; TEC $240,000; FF $205,850
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-7-78.

DATE: 9-22-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

DIRECTOR'S FILE

September 13, 1978

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Mark:

Thank you for your letter of September 5 in reference to funding for the Center Street Bridge in Salem.

As supporting documentation on this issue, I enclose the relevant wording from Section 118 of the Highway Bridge Replacement Program of the Surface Transportation Act of 1978, HR 11733.

Also enclosed are a highly supportive editorial and an article from the Statesman-Journal.

I expect to be in Washington, D. C., September 27-28 and would be pleased to visit with an appropriate member of your staff to discuss the matter further.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enc.

bc Glenn L. Jackson
Ron Linton

WARREN G. MAGNUSON, WASH., CHAIRMAN

JOHN C. STENNIS, MISS.
ROBERT C. BYRD, W. VA.
WILLIAM PROXMIRE, WIS.
DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
BIRCH BAYH, IND.
THOMAS F. EAGLETON, MO.
LAWTON CHILES, FLA.
J. BENNETT JOHNSTON, LA.
WALTER D. HUDDLESTON, KY.
QUENTIN N. BURDICK, N. DAK.
PATRICK J. LEAHY, VT.
JIM SASSER, TENN.
DENNIS DeCONCINI, ARIZ.
DALE BUMPERS, ARK.

MILTON R. YOUNG, N. DAK.
CLIFFORD P. CASE, N.J.
EDWARD W. BROOKE, MASS.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
CHARLES McC. MATHIAS, JR., MD.
RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.
LOWELL P. WEICKER, JR., CONN.

JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

September 5, 1978

Mr. Robert A. Burco
Director of Transportation
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bob:

Thank you for your letter about funds for the Center Street Bridge and for your subsequent contacts with members of my staff.

As soon as Senate action is completed on all portions of the transportation legislation, the conferees will be named and the final form of the legislation can be worked out. I would be happy to be in touch with the Senate conferees on the matter, and would certainly appreciate any supportive material you can send to me in anticipation of these contacts.

Warmest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:lfs

RECEIVED
SEP 11 1978
OFFICE
DIRECTOR of TRANSPORTATION

Salem bridge occupies strategic position in bill

After a decade of disappointments in getting more Willamette River bridge capacity in Salem, it is overwhelming to find we not only will be getting a third lane on the Marion Street Bridge but there is a real prospect of a new, three-lane Center Street Bridge, all within five years.

Like a city official who has shared in previous frustrations, we greet the story that money for the Center Street bridge is included in the House's Surface Transportation Assistance Act of 1978 with "cautious optimism."

But it is difficult to restrain enthusiasm. The appropriation (this means the money, not just the authorization) has cleared two crucial committees in the House — Ways and Means and Public Works.

The Salem bridge is specifically written into the bill along with a few other famous bridges, such as the Golden Gate Bridge in San Francisco and the Queensborough Bridge in New York City, all tagged for major overhaul or reconstruction. As we understand it, the 10 bridge projects, by being listed in the bill, are assured of construction if the bill is passed.

The Senate will deal with a different version of the legislation. It is considered good form for any Senate-House conference committee to leave untouched projects which the other house has mentioned specifically.

So, while it is unwise to cross Congressional bridges until you to come to them, the Center Street Bridge project is protected by safeguards of protocol and procedure as it runs the gauntlet of the legislative process.

It is, of course, no accident that a relatively small bridge in a relatively small city in a relatively small state enjoys such company as the Golden Gate and Queensboro bridges in its trip through Congress.

This is the result of two years of work and coordination between the state Department of Transportation and the Congressional delegation, namely Rep. Al Ullman and Rep. Les AuCoin, whose district borders the bridge spans.

The $20.6 million bridge project will require a 10 percent state match, but the state support for the Congressional allocation indicates this will be no problem.

Funding for the replacement bridge hadn't been expected until about 1990. Undermining of the piers is a major reason for the project, but the maintenance cost of the old bridge is high.

As the decking deteriorates on an old, steel truss bridge, the resurfacing keeps adding to the dead weight of the span to the point where eventually it exceeds the capacity of the trusses.

Even if the bill passes this season or early next spring, it would take three or four years for engineering studies and environmental impact statement requirements to be completed.

Very likely, the Marion Street Bridge three-laning would precede the Center Street Bridge project.

The additional off-ramp from the Center Street Bridge has made a dramatic difference in the traffic flow from West Salem.

A three-lane bridge in both directions, accompanied by appropriate ramping, not only should resolve the cross-river traffic problem but will make downtown access easier than from the other directions in Salem.

In that respect, it is interesting to note the changing attitudes in West Salem regarding the bridge.

When this newspaper revived the call for a third bridge a decade ago, our editorial was greeted by formation of a citizens' committee in West Salem, mass meetings and enthusiastic support.

But over the years, many residents of the West Salem hills have begun to put a high price on their relative isolation. Ease of access, for many, has become a threat rather than a goal.

From the standpoint of the total Mid-Valley area, however, elimination of the bridge bottleneck at Salem has been the No. 1 priority traffic objective. There is reason for some enthusiastic "cautious optimism" that the solution is in sight.

Statesman Journal photo by Peter Haley

Salem bridge may get replacement

Robert A. Burco, director of the State Transportation Department, stands before Center Street Bridge which was included in the federal 1978 Surface Transportation Act before the U.S. House of Representatives. If passed by Senate and House it would provide for $20.6 million in replacement costs for the bridge built in 1917, said Burco Friday.

Bill to replace Center St. Bridge is before Congress

By DAVID REYES
Oregon Statesman Reporter

Salem's 61-year-old Center Street Bridge has been included in congressional legislation that could provide an estimated $20.6 million to replace the bridge, a state transportation official said Friday.

The legislation is the 1978 Surface Transportation Act, now before the U.S. House of Representatives.

"There's still a step or two in the congressional process. But we did get it into the Act," said Robert A. Burco, director of the state Department of Transportation.

The Act is an emergency measure for the safety of the nation's bridges. The Act may produce $2 billion, releasing $200 million annually for bridge replacement where costs exceed $10 million, said Burco.

The Center Street bridge was built in 1917. Footings in the Willamette River have been undermined by constant water motion, according to a state engineer's study, said Richard Knowles, transportation coordinator for Mid-Willamette Valley Council of Governments. The council coordinates cooperative planning of Marion, Polk and Yamhill counties.

"According to the state engineer it needs replacement within the next 10 to 15 years," he said.

The bridge is destined to become three lanes east and west, but no definite date for possible completion can be set yet, said Burco. "It will take three to four years for us to complete an environmental impact report and then design the bridge."

Knowles said it will fit in with modifications being made to the Marion Street Bridge, which is also to be widened to three lanes.

An environmental report is scheduled for Marion Street Bridge this year and construction may start in 1982.

The news that Salem was included in the act brought bravos from Knowles and other Salem city officials. Congressmen Al Ullman and Les AuCoin were [illegible]

U.S. would pay 90 percent of cost

(From Page 1A.)

in the Highway Bridge Replacement portion of the act.

City Manager Ralph Hanley was elated when he heard the news Friday and said the valuable connecting link from West Salem to the downtown section will become a boon to West Salem.

"It's apparent that the traffic situation for those coming from West Salem is barely adequate and (without the bridge) terribly inadequate for future years," said Hanley.

State Transportation Commission Chairman Glenn Jackson said "that bridge has been up before the commission many times. It's inadequate to take care of the traffic flow."

Federal tax dollars will pay 90 percent of the replacement cost, and the state will pay 10 percent, said Burco. The bridge was built at a cost of $249,500, said State Highway Engineer Scott Coulter.

From 1967 to 1977 traffic has increased by almost 50 percent. In 1967 it carried 5.2 million vehicles, compared to about 8 million in 1977, said Coulter.

Total vehicle weight that has reportedly crossed over the 61-year-old landmark rose from 3 million tons in 1967 to 3.6 million in 1977, an increase of 20 percent, according to state figures, said Coulter.

within the geographic limits of the specific economic hardship area. It is not uncommon for enterprises to be located some distances from the interstate and Federal-aid primary highways which are traveled by the public to whom they offer their goods and services upon whose patronage their economic well-being is dependent. This situation exists, for example, where highways have bypassed towns, where businesses are located along access-controlled highways and some distances from the interchange that provides access to their establishments, and where natural and other attractions are not in close proximity to the highway. In such instances, measurable substantial economic hardship, such as the loss of sales, income, and jobs attributable to the removal of directional information signs, may impact a specific area with geographic limits that do not extend to the sites of such signs along the highway. To make subsection (o) realistic and workable, it is recommended that the subsection be amended to delete the language that only directional information signs located within the geographic limits of the specific economic hardship area may be retained.

Subsection (c) of section 116 would amend subsection (o) of section 131, title 23, United States Code, to carry out these two recommendations.

SECTION 117—ELECTRONIC SIGNS

The Bonus Act of 1958 clearly permits the display of on-premise signs along the Interstate System which advertise the sale or lease of, or activities being conducted upon, the real property where the signs are located. Regulations have been promulgated, however, binding the 24 States which have signed bonus agreements to prohibit such on-premise signs along the interstate which contain, include or are illuminated by flashing lights. In addition, the Department of Transportation has characterized as a flashing light electronic information displays which neither flash nor animate static information, but where the only movement is the periodic changing of information against a solid, colorless background. These displays are engineered for maximum legibility and readibility, having constant light level controls and glare reducing screens. The Department's attempt to equate these devices with flashing signs would be prohibited under this section, and the Secretary would be required to revise existing bonus agreements to permit the display of these devices in on-premise areas.

The Secretary would also be required to revise agreements under 23 U.S.C. 131(d) relating to the display of outdoor advertising in commercial and industrial areas in any case where the same prohibitive standards are being applied to such devices.

The messages should not be displayed in a manner which could cause traffic hazards.

SECTION 118—HIGHWAY BRIDGE REPLACEMENT PROGRAM

Due to the seriousness and extensive cost of the national bridge problem, the Special Bridge Replacement Program must be substantially improved. This provision contains several major changes in the program.

First, this section provides for an annual authorization of $2 billion. This amount has been recommended in testimony before the Committee's Subcommittee on Surface Transportation and is required to abate the national bridge crisis in a reasonable period of time. At the current level of funding, and without including inflation or future deficiencies, it will be over 100 years before the 105,500 currently deficient bridges are corrected. By far, the greatest problem with the existing Special Bridge Replacement Program is the inadequate level at which it has been funded over the past 7 years. From the reports generated yearly by the Department of Transportation, there are approximately 33,500 deficient bridges on the Federal-aid system alone as of December 31, 1977, that according to the States' evaluation, can no longer support heavy loads or are functionally obsolete. The replacement cost for these deficient bridges is estimated to be $12.5 billion. The States have submitted 16,131 applications for bridges at specific locations that they wish to have replaced. The replacement cost of these structures totals some $6.5 billion. We endanger lives and property by continued neglect of our rapidly deteriorating bridges. This is an emergency problem and these are immediate and undeniable needs. We cannot continue to neglect our bridges by funding bridge replacement at the current insufficient levels. We should not wait until a major disaster occurs. The bill provides that $1.8 billion of the $2 billion be apportioned to each State yearly to replace, in whole or in part, deficient highway bridges on all public roads regardless of what they cross. The remaining $200 million shall be assigned, at the discretion of the Secretary, to those deficient highway bridges whose replacement costs are in excess of $10 million. The reservation of a portion of the bridge replacement funds to be used on a discretionary basis is one method of financing major structures that cannot be financed from each State's limited apportionment.

The information contained in Table 1 of House Public Works and Transportation Committee Print 95-49 provides the basis for apportionment of the $1.8 billion for each of the fiscal years 1979, 1980, 1981, and 1982. The apportionment factors are based on the ratio of each State's deficient bridges on the Federal-aid system in terms of replacement costs. Each State is assured a minimum of ½ of 1 percent of the total apportioned and no State would receive more than 5 percent of the total apportioned.

The Committee eventually intends to revise these apportionment factors on an annual basis to more accurately reflect the current relative needs of each State and to incorporate bridge needs off the Federal-aid system as data becomes available.

Discretionary funds provided for in this Bill should be used for major crossings, assigning the highest priority to structures such as the Queensborough and Manhattan Bridges in New York City, the Cochrane Bridge on Alternate U.S. 90 over the Mobile River in Alabama, the Golden Gate Bridge between San Francisco and Marin County, California, the U.S. route 84 bridge crossing over the Mississippi River between Natchez, Mississippi, and Vidalia, Louisiana, the Scott County-Hennepin County Highway 18 Bridge (Bloomington Ferry Bridge) in the vicinity of Bloomington, Minnesota, the U.S. Grant Bridge crossing the Ohio River in the vicinity of Portsmouth, Ohio, the Fore River Bridge in Quincy, Massachusetts, the South Park Bridge between Katherine and Elk Streets in Buffalo, New York, the bridge crossing the Mississippi River at Quincy, Illinois, the Eagle Point Bridge in Dubuque, Iowa, and the Center Street Bridge between Willamina and Salem, Oregon. The Golden Gate Bridge is made eligible for assistance under subsection (l) of this section. It is the intent of the Committee that only bridges on the Federal-aid system with individual project costs exceeding $10 million will be eligible for replacement in whole or in part under the $200 million discretionary program.

Second, the section increases the Federal share of the Federal-State matching ratio from the current 75/25 percent to 90/10 percent. The cost of adequately addressing the bridge problem is beyond the resources of the State and local governments with limited sources of revenue.

Third, the Federal bridge program must be expanded to include bridge replacement, in whole or in part. Proper restoration will significantly extend the life of our deteriorating bridges. Authorizing increased funds for this purpose will lessen the need for total replacement and ultimately reduce costs thereby saving the taxpayer future expenditures. Bridges requiring total replacement should be replaced with a comparable facility. A comparable facility shall mean a facility which meets the current geometric and construction standards required for the types and volume of traffic which such facility will carry over its design life. Replacement in part, on the other hand, need not meet as stringent a requirement provided the structure can safely service the size and volume of traffic using the road of which the bridge is a part.

Fourth, this section provides that at least 25 percent and up to 35 percent of apportioned funds can be obligated for bridges on public roads which are off the Federal-aid system. An inventory of off-system bridges is also required so that priorities can be assigned to these bridges. Many of these vintage structures can no longer safely service the adjacent communities and are imposing a hardship on citizens whose daily living has become dependent on them. The social and economic hardship is usually greatest when a load posted bridge is on a local road system that provides the only access to an area. These load posted bridges may prohibit emergency vehicles from servicing entire communities.

Through the National Bridge Inspection Program, it has become obvious that the deficient bridge problem is not limited to bridges over waterways and other topographical barriers alone. This restriction contained in the existing Special Bridge Replacement Program has prevented the replacement of many of the Nation's deficient bridges. The Bill now expands the program to include all highway bridges regardless of what they cross.

Subsection (k) requires the Secretary to review the procedure used in approving or disapproving applications submitted under the Highway Bridge Replacement Program to determine what changes, if any, may be made to expedite the approval/disapproval process. The Secretary must conduct an initial review within six months of the date of enactment of this subsection and periodically thereafter. Any changes recommended by the Secretary are to be implemented as soon as possible.

Additionally, the Secretary must submit a report to Congress within nine months of the date of enactment of this subsection describing the review and including any recommendations for legislative changes.

The Committee heard from numerous witnesses during hearings that important bridge replacement projects were unduly delayed because of time-consuming application procedures. These delays have escalated costs and further jeopardized the safety of motorists and pedestrians using unsafe bridges.

The Committee has received information from the Federal Highway Administration indicating that highway construction projects can be accelerated by streamlining the review and approval processes. Perhaps similar techniques can be applied to the bridge program.

The requirement for a review of the application procedure could, in the opinion of the Committee, result in substantial cost savings by reducing the impact of inflation, and save countless lives by reducing the incidence of unsafe bridge crossings.

In administering the Highway Bridge Replacement Program, the Committee expects that the Secretary will assist States in recommending ways to expedite the obligation of funds under this program.

Subsection (j) is intended to assure that apportioned funds for bridge replacement projects be fairly and equitably allocated in any given state. The Highway Bridge Replacement Program gives each state substantial flexibility in selecting eligible projects to be funded with apportioned funds. The Committee seeks, by this section, to assure that such flexibility not be abused or disadvantaged in any given area of a state.

As written, the Highway Bridge Replacement Program makes no provision for equity in the selection of projects between urban and rural areas, both of which have severe bridge replacement needs. This is unlike most other major federal-aid categorical programs which have built-in safeguards in either the apportionment formula or eligible system designation.

The Committee recognizes that applying similar restrictions to the brige program could result in a number of problems jeopardizing the success of the program. For example, a dollar for dollar split between rural and urban areas might mean that a particularly costly project could not be undertaken in either area in a given fiscal year. It could also delay the replacement of severly hazardous bridges in states where several outstanding replacement candidates may be located in both rural and urban areas.

Additionally, this section is intended to prevent an area from being short-changed because it had taken the initiative to address its more severe bridge problem in a timely manner, at local or state expense, without federal assistance. This type of initiative should be encouraged, and the Committee does not expect the selection of projects to penalize localities which have exercised initiative in replacing or repairing unsafe bridges, rather than laying the entire burden on this federally-assisted program.

In the absence of a priority ranking of bridge replacement candidates or safeguards to protect the interests of sub-state regions, the potential for abuse exists. The Committee does not intend to deny to states the opportunity to pick and choose among eligible projects. This section, therefore, would not strait-jacket the states in selecting projects year by year, but rather provide a statutory basis for insisting that a balanced geographic distribution be achieved over a multi-year period.

It has come to the Committee's attention that structurally deficient or functionally obsolete bridges otherwise eligible for replacement under the program authorized by this section may in fact experience delays in replacement due to jurisdictional problems involving maintenance and repair responsibilities. While the Committee recognizes the legal implications of such disputes, it nonetheless is more concerned with the safety of motorists and pedestrians using such unsafe bridges.

One bridge that fits into this category is the Juniata-Eighth Street Bridge, located in Logan Township, Pennsylvania. The bridge, constructed circa 1903–1906 by the Pennsylvania Railroad Company, consists of 12 bridge spans of various configurations and lengths covering a total distance of 710 feet. The roadway and crossing combined are 2,040 feet in length. The bridge crosses over several railroad tracks located at the East Altoona Yard, used by ConRail and Amtrak trains, and the Little Juniata River.

The Committee is concerned that as a result of disputes such as the one described above, highly qualified candidates for bridge replacement may go unfunded. It is the intent and expectation of the Committee that such bridges, including the Juniata-Eighth Street Bridge in Logan Township, Pennsylvania, should be expeditiously approved for funding under the section.

SECTION 119—TRAFFIC CONTROL SIGNALIZATION PROGRAM

The 1976 Federal-Aid Highway Act created the traffic control signalization demonstration projects program (sec. 146, Public Law 94-280) which authorized the Secretary of Transportation to carry out traffic signalization projects designed to demonstrate through the use of technology not now in general use the increased capacity of existing highways, the conservation of fuel, the decrease in traffic congestion, the improvement in air and noise quality, and the furtherance of highway safety.

Subsequently, the Federal Highway Administration evaluated the installation or improvement of 699 traffic signal projects, and the evaluation revealed an overall reduction in fatalities of 50.6 percent; an overall reduction in injuries of 32.1 percent; and an overall reduction in accidents of 18.2 percent. Further, section 146 of the Federal-Aid Highway Act of 1976, required the Secretary to submit to the Congress a report on the progress being made in implementing this program and an evaluation of the benefits resulting therefrom. The 1978 report submitted by the Secretary regarding the initial funding of 26 projects ($10 million) encompassing 1,600 intersections reveals that preliminary estimates indicate that these projects will save motorists more than 11 million gallons of fuel annually, and $7.2 million per year. In addition to fuel savings, other benefits attributed to traffic control signalization improvements include a reduction in automobile exhaust

I-305

Salem, Oregon
August 25, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

I-305 Replacement Arterial

Bill Cranford
Urban Studies Manager

___Versteeg___
___Christensen___
___George___
1 Olsen___
___Terpin___
___Sullivan___
___Scott___
___Savage___

RECEIVED
AUG 28 1978
ENGINEERING
SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

As discussed in our meeting of August 24th, the following is an outline of our response to the requests for estimates from C.O.G. on the subject project.

Letter #1 (dated July 31 from Alan Hershey to Fred Klaboe)

Requested information on South Commercial Street and Center Street Bridge ramp connection and a two-lane "downscoped" arterial estimate. Work on this assignment was in progress at the time Letter #2 arrived which, we were told, was to clarify the two-lane "downscoped" arterial request. Our instructions were, however, that a response to Mr. Hershey would be necessary. Therefore, cost figures were developed, based on deletions from the four-lane proposal, and a reply was mailed August 22. The estimated cost of the two-lane "downscoped" arterial was $11,000,000.

Letter #2 (dated August 7 from Dick Knowles to Von Hemmert)

Requested an estimate for a two-lane arterial to include right-of-way, earthwork, landscaping and signalization for a full facility and surfacing for two lanes. A subsequent phone conversation with Dick identified the intent of this request as a "stage-construction" consideration. The estimate was developed accordingly and sent to Von Hemmert on August 17th. The cost of this "stage-constructed" arterial was $11,840,000.

Letter #3 (dated August 15 from Dick Knowles to Von Hemmert)

Requested an estimate for a two-lane ultimate design, as contrasted with staged construction and within specific design limits. The criteria proposed an at-grade crossing of the Oregon Electric Railroad, previous estimates included a grade-separated crossing. It will be completed and sent to Von Hemmert by September 1.

MK:ab

[illegible]

August [illegible], 197[illegible]

Mr. Alan [illegible], Director
[illegible] Willamette [illegible]
of Governments
400 Senator [illegible]
220 High Street, [illegible]
Salem, Oregon [illegible]

Dear Mr. [illegible]

[illegible]

I-[illegible]

The cost estimate for a two-lane, [illegible] project [illegible] four lanes is $11,[illegible]. [illegible] is estimate is based on deletions from a four-lane prototype proposal. [illegible] Index and [illegible].

[illegible] of the environmental documentation, some [illegible] sound [illegible] construction is a possibility.

[illegible] requested by [illegible] specific design [illegible] September [illegible].

[illegible]

Elimination of the [illegible] from the [illegible] Street reduces the [illegible].

Commercial [illegible] Cost Estimate

The [illegible] right-of-way acquisition estimate [illegible] Commercial Street from [illegible] to Governor Street is $270,000. [illegible] right-of-way cost estimate includes value of the land, improvements, relocation costs and possible damages [illegible] remaining [illegible].

or capital improvements will increase the estimated cost of the right-of-way. Attached is a detailed breakdown of the right-of-way required for this section of Commercial Street.

If we can be of further assistance, please [illegible].

Sincerely,

[illegible]
[illegible]

Attachment

cc: Dick [illegible], [illegible]

bc: E. S. Hunter
D. H. Moehring
J. H. [illegible]

[illegible]

RIGHT OF WAY ESTIMATE
Superior Street-Vista Avenue Section
Pacific Highway East (Commercial Street)
Marion County

8-4-78 Richard E. Reeves

BLOCK	SIDE	BUSINESS NAME*	ZONE	(sq.ft.) AREA	LAND	IMPS.	DAMAGES	RELOCATION		
erior-Rural	East	Ky.Fried Chicken Dunkin Donuts	CR	4,000	$14,000	$ 2,500	$10,000 Loss Prkg.	$ 5,000 Signs		
erior-Rural	West	Residences	RM	2,875	10,000	2,000	--	--		
al-Jerris	East	Residences	CR	1,710	6,000	--	3,500 Prox.	--		
ris-Fawk	East	Marr's Appliance	CR	1,900	7,000	75,000	--	4,500 Bus./Tenant		
k-Hoyt	East	Baskin Robbins Texaco	CR	1,800	6,800	2,000	--	5,000 Signs		
al-Hoyt	West	Cemetery	PL	3,6[illegible]	7,250	4,000	--	--		
t-Judson	East	Arnert Realty	CR	2,700	9,500	60,000	--	7,000 Signs/Bus.		
t-Judson	West	Union 76 Wendy's	CR	1,375	5,000	1,000		3,500 Signs		
son-McGilchrist	east	Picadilly Pub. Salem Travel Commcl. Bldg.	CR	2,700	9,500	50,000	10,000 Loss Prkg.	3,000 Bus.		
ilchrist-Ohmart	East	Skyline Ford	CG	3,060	9,250	10,000	--	7,500 Signs		
son-Ohmart	West	Shell Gas Ford Trucks Motel	CR	3,350	11,000	3,500	--	5,500 Signs		
					95,300	210,000	23,500	41,000	=	$369,800
		*For Reference Only								

[illegible]

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
ALAN H. HERSHEY, *Director*

August 7, 1978

Mr. Von Hemmert
Urban Studies Unit
Oregon Department of Transportation
501 Transportation Building
Salem, OR 97310

Dear Von:

We have been requested by City Manager Ralph Hanley and County Administrator Hal Brauner to compile estimates for a 2-lane I-305 Replacement Arterial for purposes of comparing various engineering options on this and other projects. The deadline we have been given is August 18. Following are the criteria and assumptions for the requested estimates:

- Right-of-way: Full facility (per earlier estimates)
- Earthwork (grading, filling, compaction): for full facilities (as before)
- Landscaping: Full facility (as before)
- Signalization: Full facility

The following x section typicals would be new:

A. Chemawa-Broadway Section

1. 2-12' lanes
2. 8' shoulder each side
3. Left turn pockets: 14' where needed (assume same intersections as full design facility)

B. Broadway-Commercial Section

1. Same as above
2. Sidewalks in ultimate locations

MEMBER AGENCIES:

State of Oregon. COUNTIES. Marion, Polk, Yamhill. CITIES: Amity, Aumsville, Aurora, Carlton, Dallas, Dayton, Detroit, Falls City, Gervais, Hubbard, Idanha, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Sublimity, Turner, Willamina, Woodburn. SPECIAL DISTRICTS: Chemeketa Community College, Marion County Fire District #1, Marion County Intermediate Education District, [illegible]

Please let me know if I can assist in supplying further information, or if you will not be able to supply these estimates in the time frame requested.

Sincerely,

Dick

Richard L. Knowles
Transportation Coordinator

RLK/cah

cc Alan Hershey, Director COG
Ralph Hanley, City Manager
Hal Brauner, County Administrator
Fred Klaboe, Assistant Director Operations, ODOT ✓
Ed Sigurdson, City Engineer
Ralph Lambert, Salem Public Works
Dean Nebergall, Marion County Public Works
Byron Meadows, Council of Governments

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177 [illegible] HERSHEY, Director

July 31, 1978

HAND DELIVERED

RECEIVED
TECHNICAL SERVICES
AUG 2 [illegible]
REFER TO

Mr. Fred Klaboe
Assistant Director for Operations
Oregon Department of Transportation
140 Transportation Building
Salem, OR 97310

Dear Fred:

This will confirm today's telephone conversation.

Last Friday afternoon I met with Salem's City Manager and Marion County's Executive Officer to review their requests for estimates of possible "downscoping of projects in the I-305 Transfer. As a result of that meeting we have 2 requests to make of your office:

1) An estimate for the I-305 Arterial, downscoping the project from the present design of 4 lanes to 2 lanes.

2) The cost savings that would be realized by eliminating the second Center St. bridge ramp if it were not constructed. (The estimated cost for this ramp is included in the project request for Marion St. bridge and ramps.)

Lastly we are requesting ~~that~~ your review of the right-of-way acquisition estimate on South Commercial from Vista to Superior. ODOT's current estimate is $261,000. Because of a possible taking of Marr's T.V. and a portion of Skyline Ford's frontage, Salem and COG staff have raised questions about this right-of-way estimate.

As I indicated to you, we are trying to assemble all data for consideration in "options packages' by August 18. We will use the week of the 21st to prepare the options packages and the week of the 25th to refine them and consult with engineering staffs, etc. The City Manager's and County Executive Officer's recommendation is due to be mailed to the SATS Coordinating Committee, City Council and Board of Commissioners the first week in September.

Mr. Fred Klaboe
July 31, 1978
Page 2

I appreciate that the Governor has frozen State hiring and you have had to convert your staff from design to construction inspection, etc., during the summer season.

Your help in keeping us as close to this schedule as possible will be deeply appreciated.

If you cannot meet our request of August 18, would you please let us know when we could expect your estimates.

Sincerely,

Alan H. Hershey

Alan H. Hershey
Director

cc: Ralph Hanley, Salem City Manager
Hal Brauner, Executive Officer, Marion County
Dick Knowles, Chief Planner, Transportation, COG

RECEIVED
DOT OPERATIONS
JUL 31 '78
REFER TO
Hunter
FOR

Please analyze & advise me.
J

George Bell, Manager
Office of Intergovernmental
and Public Affairs

August 21, 1978

Bob Burco
Director of Transportation

Center Street Bridge

Through our efforts in Washington, D. C., monitoring the development of the Surface Transportation Act of 1978, we have been able to obtain the specific naming of the Center Street Bridge as one of those bridges which should be built under Section 113 of the Highway Bridge Replacement Program. I attach a Xerox of the five pages under this section.

I am attempting to set up one or more press events involving the Governor and Congressmen Ullman and AuCoin. I have mentioned the matter to all three offices after being presented with the Committee's report by Ron Linton on Wednesday. This was issued only on August 11.

We need to get the information out and then to include the matter in the Senate version of the bill or at least insure that it does not come out in Conference Committee.

RAB:fn

Attach.

cc Michael Hartfield
Fred Klaboe

Memo to file July 14, 1978

Bob Burco
Director of Transportation

Call to Ron Linton - July 14
Reference: Estimate of the bridge replacement cost committee report

Ron informed me today of some of the complications involved in the negotiations between the Ways and Means Committee and the House Public Works Committee. He indicated that the committee report would be drafted Monday morning and if we had any bridges candidate for the $200 million annual extraordinary bridge replacement category (discretionary) we should get them in today.

After meeting with Fred Klaboe and Walt Hart, I phoned back that our best candidate was the Center Street bridge on US 22 at a cost of approximately $20,600,000.

RAB:jv

cc: F. B. Klaboe
Walt Hart

7-14-78

[illegible]

B# 133A

[illegible] This narrow (23'-5") [illegible] structure [illegible]

[illegible] poor physical condition [illegible]

for [illegible]

[illegible]

30-min

[illegible] [illegible] $= \frac{t}{2M}$

[illegible] 5pm [illegible]

[illegible] 5 [illegible] +

[illegible]

So [illegible] $= \frac{1,100}{[illegible]}$

[illegible] [illegible]

[illegible]

[illegible]

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Marion & Center St Bridges

DATE: August 15, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
AUG 17 '7
REFER TO
FOR

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-17-78
Copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
C. O. Fredrickson
Richard Kuehn
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
7-5-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

R[illegible]VED
[illegible] 1978
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: AUG 11 19[illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have - comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET S.E.
SALEM, OREGON 97310

By David G. Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
[illegible]

INTERGOVERNMENTAL RELATIONS [illegible]

JUL 25 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 420 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7807 2 420

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Salem's comprehensive plan and efforts to update the plan (i.e. the Salem's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

7/20/78
DB

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 420 Due Date: AUG 11 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, HWY DIV
PROJECT TITLE: Marion & Center St Bridges
PNRS #: 7807 2 420
DATE : August 13, 1978

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of August 15, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc: G. L. Green ✓ Region 2 Engineer
H. S. Coulter District 3 Engineer
F. E. Terpin Aeronautics Division
J. B. Boyd B. L. Gifford
J. H. Versteeg Gary Potter
W. J. Hart

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 17 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

AUG 11 1978

Project #: ______________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Projected ADT indicates that this project will require an Indirect Source Construction Permit.

Agency DEQ By Howard M. Harris

PROJECTS ARE ON THE STATE HIGHWAY SYSTEM

I-305 Transfer Projects

Projects that have been okayed by the FHWA for preliminary engineering are:

Center St. - State St. (Hawthorne Avenue)	$ 81,500
Chemawa - Hickory St. (Salem Expressway)	$424,000

Project waiting for FHWA approval:

Willamette River (Salem) Bridges	$240,000

July 1, 1971 to December 31, 1974

	MILES		
	Primary & Secondary	Interstate	Total
O'Lay	248	1	249
New Construction	14	25	38
Reconstruction	67	203	270
Miles Maintained			7,578
Number of Bridges			114

January 1, 1975 to June 30, 1978

O'Lay	395	135	530
New Construction	12	11	23
Reconstruction	108	127	235
Miles Maintained			7,584
Number of Bridges			79

ERH:lml
8-9-78

NOTED
E. B. KLABO

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

CITY OF SALEM
Proposed Interstate Transfer Project

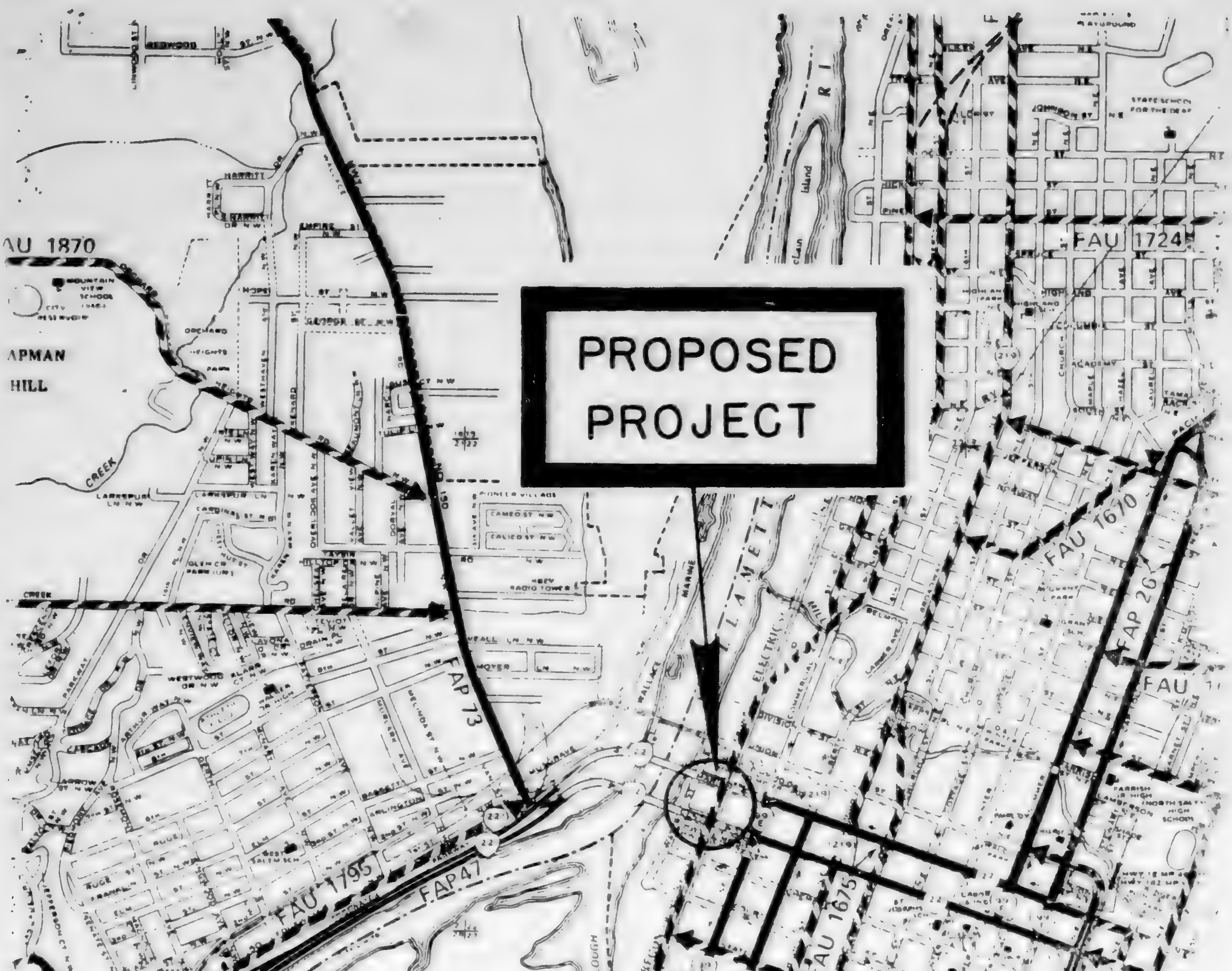
Marion Street and Center Street Bridges
Structures and Illumination
$4,670,000

This project entails all the work and costs to widen the Marion Street Bridge to provide three travel lanes, construct ramps to the Marion and Center Street Bridges from Front Street, and construct a pedestrian overcrossing of Front Street.

Right-of-way is required for the bridge ramps and will be acquired as a participating item of the project.

State will perform preliminary and construction engineering.

78-e
7/5/78


PROPOSED
PROJECT
FAU 1870
FAU 1724
FAP 73
FAU 1795
FAP 47
FAU 1670
FAP 26
FAU 1675
FAU 1580
FAU 1555
FAP 47
FAU 1587
FAU 1705
FAU 1558
FAU 1555
FAU 1515
APMAN
HILL
CREEK
SLOUGH
ISLAND
MINTO
MINTO ISLAND PARK (CITY)
WILLAMETTE
STATE SCHOOL FOR THE DEAF
STATE SCHOOL FOR THE BLIND
PACIFIC HWY

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 5, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Marion & Center Street Bridges (Salem)
Highway: Willamina-Salem Hwy. OR. RT. 22
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Aug. 5, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
1 3 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Marion & Center Street Bridges (Salem)

11 12] PROJECT LOCATION—CITY: Willamina-Salem Hwy. OR. RT. 22 | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves the construction of (1) an added lane on the Marion St.

06 12] Bridge, and (2) ramps to the Marion and Center Street Bridges from Front Street [71

07 12] and a pedestrian overpass over Front Street. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
3,070,000			500,000		3,570,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: Transportation Improvement Program

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Aug. | 43] DAY [44: 5 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Major-Significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

ART 1. GENERAL INFORMATION

A. Project Identification:

Date March 6, 1978

Section ____

Unit (if appl) ____

County Marion

City Salem

Highway Marion St. Bridge-Center St. Bridge

State Hwy. No. ORE 22

Termini: M.P.(if appl) ____

Length 4900'(added lane on Marion Bridge)

Region 2

Construction Estimate Attachment Program Amount

B. Purpose of Project:

The purpose of this project is to provide additional bridge capacity for cross-river traffic demands and to improve the operation of the Front Street Bypass. Current bridge capacity is 17,500 but a volume of 21,800 is expected on the Marion Street Bridge by 1980. This increase is related to population growth in West Salem, the continued development of the downtown, and to increased regional trips. These improvements are intended to provide 16,300 ADT of additional capacity, which should be sufficient to accommodate Year 2000 projected traffic demands on the Marion Street Bridge. (Continued on attached sheet).

C. Origin & History of Project:

The history of these projects can be traced to the Central Salem Development Plan (bridge ramps) and Mission Street-Pringle Creek Parkway Corridor Transportation Study (bridge lane) The former identified the need for bridge ramps as a type of facility improvement that woul provide additional, needed capacity both quickly and at comparatively low cost. The latter study evaluated the need for additional bridge capacity, and proposed several less expensiv bridge improvements in lieu of additional bridge construction then proposed at Mission and Pine Streets.

D. General Description of Project: See Attachment "C".

Alignment: New X (Marion St. Bridge) Existing ____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 : Parking 0

Proposed: No. Lanes 3 ; Med. 0 ; Shldrs. 0 ; Parking 0

Traffic: Existing Facility: Existing ADT 17,900 ; Projected ADT 21,720 ; Yr. 1980

Existing Level of Service E

Proposed Facility: Projected ADT 21,720 ; Yr. 1980

Right of Way: Additional anticipated Yes : if yes, give approx. No. Parcels 4
(Bridge Ramps) Yes, No

Acres 1.3 ; Type of Relocation Req. Commercial ; No. 8

Materials Source, Borrow, Waste Disposal Requirements, if any:
Materials needed for this project can be supplied by local commercial suppliers. Borrow will not be required for this project. All waste materials will be disposed of in accordance with OSHD standard specifications for Highway Construction. Special care will be taken to preserve the water quality of the Willamette River.

Type of Structure(s):
The Marion Street Bridge is a 4900' long plate girder bridge, 36' wide; and presently accommodates two traffic lanes and two sidewalks. The sidewalks will be removed and minor widening done to provide three traffic lanes. The bridge ramps will be concrete box girder design, to accommodate one traffic lane each, shoulders, and no sidewalks. In order to accommodate pedestrian/bicycle traffic, it may be necessary to include sidewalks on the brid ramps. The design of the pedestrian overpass at Front Street has not yet been determined.

Brief Description of River or Stream and Type of Involvement, if any:
These projects either pass over or are adjacent to the Willamette River. Alternative 3 woul require that additional footing and pier be constructed below water line. During constructi there will be increases in turbidity. Construction would be coordinated with the Oregon Department of Fish and Wildlife to prevent damage to the fish runs.

Local City, County or COG priorities of project:
These projects are contained in the SATS Transportation Improvement Program and are identifi in a Memorandum of Understanding between SATS, Salem and Marion County to receive the allocation of Interstate Transfer funds from the withdrawal of I-305.

FHWA and/or OSHD approvals given, if any:

None at present.

Location or Design Alternatives (identify and describe):

See Attachment "D".

Other Descriptive Information or Comments:

Because of the interrelatedness of these projects in their design and ability to accommodate traffic flow, it is recommended that the Environmental Impact Statement evaluate these as joint projects.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Marion Street Bridge project (added lane) spans the Willamette River and portions of Wallace Marine Park in West Salem. A fairly dense canopy of trees and shrubs exists in this park; Willamette silt loam soils underlay the east bank of the Willamette River. The proposed bridge ramps, situated in an extensively developed commercial area, are also underlain by Willamette silt loam type soils. There are no known geologic hazards in either of the areas traversed by these projects.

2. Cultural:

The western section of the added lane, located in West Salem, occupies an area of natural vegetation; adjacent land uses include commercial and large tracts of industrial property. An industrial railroad track (S.P.R.R.) is situated some distance to the west of this project.

The eastern section of the added lane and the two bridge ramps are located in an older, extensively developed commercial-industrial area on the western edge of the Central Business District. Although not directly affected by the ramp projects, single- and multi-family housing is now located some distance to the west of the ramps.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Several large parcels of commercial and industrial land will be required. These properties are older, generally deteriorated structures whose elimination is consistent with the city's plans to redevelop Front Street.

2. Estimated Impact on Traffic Patterns:

It is expected that the ease and convenience of trip making across the Marion Street Bridge will be improved as a result of this structure's increased capacity. It is also anticipated that the installation of the ramp onto the Marion Street Bridge should reorient traffic patterns within the downtown: (see attached page)

Consequences--Air Quality, Noise, Safety, etc.:

The Regional Parking and Circulation Plan - Phase I - does not predict any violations of the CO Standard downtown by 1980. The plan assumes the Front Street Bypass and the bridge widen and bridge ramps are constructed. The year 2000 noise levels predicted for the easterly portion of the project by the Front Street Bypass Draft EIS are in excess of standards.

3. Estimated Impact on Land Use:

The additional accessibility provided by the added lane and bridge ramps should support--and possibly encourage--the development of West Salem and the downtown.

Consequences:

These are anticipated and intended consequences. Current policy emphasizes the economic growth within the downtown and the continued, orderly development of West Salem.

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

The areas of principal concern would include Marion Square Park and Wallace Marine Park. Neither would be directly effected, although increased traffic along the western edge of Marion Square Park may be anticipated.

7. Potential for Controversial Issues:

Some potential for controversy exists and should focus on the degree to which the growth of West Salem is effected by these projects, the increased traffic at Marion Square Park, and the reorientation of downtown traffic circulation patterns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Previous air quality studies (draft EIS-Willamette River Bridge) indicated that improvements similar to these should not exceed air quality standards.

b. Noise Standards
Preliminary calculations of noise quality levels at a distance of 30' indicate a 1980 volume of 75 dBA along the Marion Street Bridge.

c. Water Quality Standards
Under Alternatives 1 and 2, the widening of the Marion Street Bridge should not involve pier reconstruction, water quality should not be affected. Alternate 3 would involve some construction below water line.

d. Area Land Use and Transportation Plans, and Zoning
These projects are contained with existing land use and transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

POLK–MARION COS.

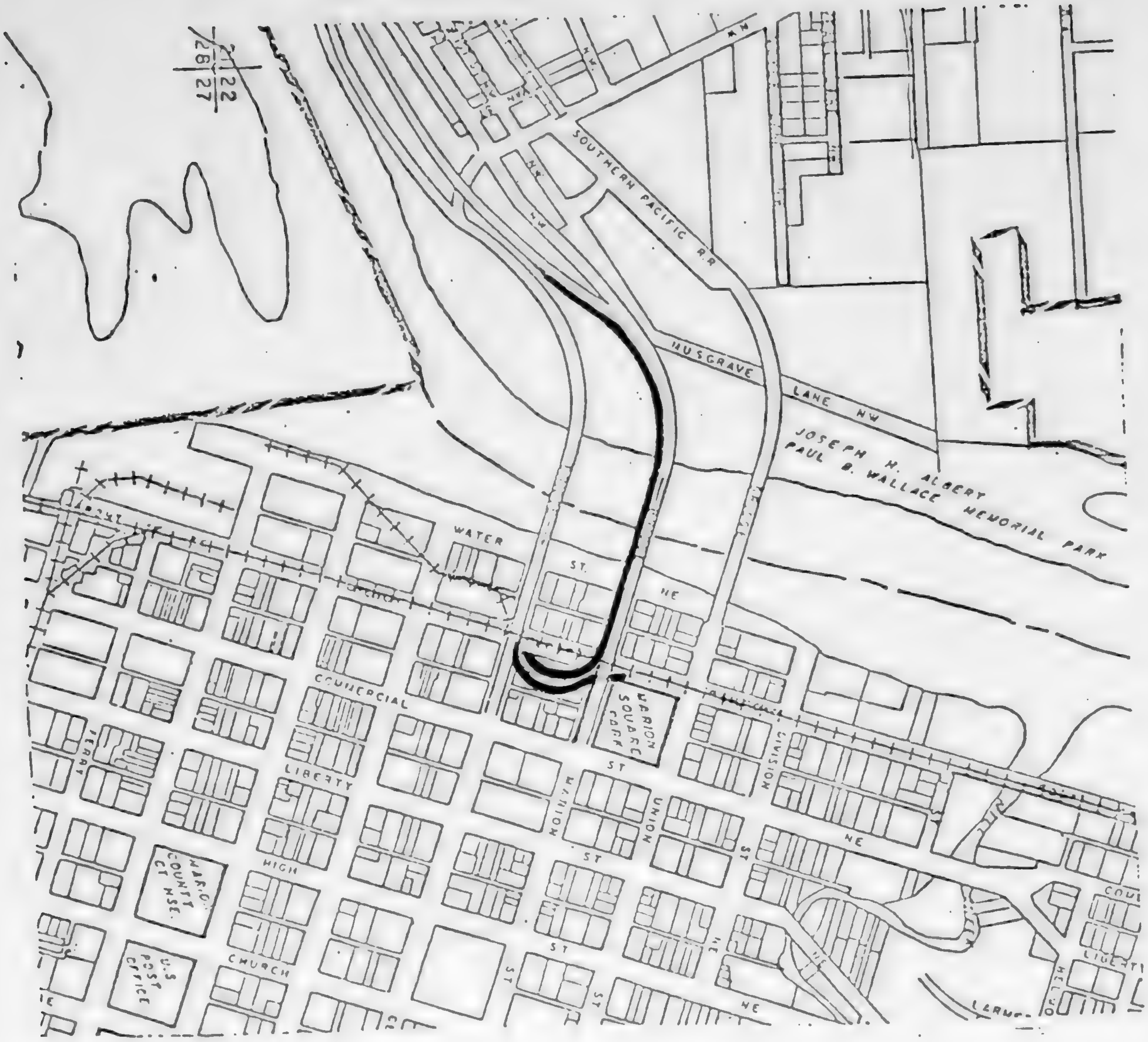
BRIDGE LOG

WILLAMINA–SALEM HWY. NO. 30

	M.P.	Ch. No. Acct. No.	Name and Bridge No.		Code	Length	Description
C	25.82	27-15 161-03	Willamette River Off Ramp To Hwy No 150 7253R	H-20	4-	400'	8-50' RCDG Spans H.C. 26-00 D.S. 030 1953
	25.90		County Line				Polk-Marion
▲	25.90E	24-16 161-01	Willamette River Center St Br East Bnd Only 0123-A	H-15	4- *40- 34- 54- Total	1254' 723' 123' 84' 2184'	2-40', 6-25', 6-60' RCDG Spans, 3-153' Steel Dk Trusses, 1-123' Steel Cant Span, 1-153', 1-111' Steel Dk Trusses (680T), 1-84' St Dk Gir, 5-49', 1-51' 1-65', 1-51', 2-45' RCDG Spans H.C. 24-00 V.C. 15-11" 1953
▲	25.95W	24-16 161-02	Willamette River Marion St Bridge WB Only 7253	H-20	4- *54 Total	1623' 770' 2393'	13-50', 5-55', 1-65', 2-66' RCDG Spans, 1-211' 1-252', 1-211', 1-96' St Dk Gird, 5-49', 1-50', 1-65', 1-51', 2-45' RCDG Spans, 1" WS H.C. 26-00 D.S. 108 1953
	26.13E	24-16	Jct				Pacific Hwy E No 1-E SB Commercial & Center Sts
	26.18W	24-16	Uxing Sign Br M386				H.C. 26-00 V.C. 14-09
	26.19W	26-16	Jct				Pacific Hwy No 1-E (Commercial & Marion Sts)

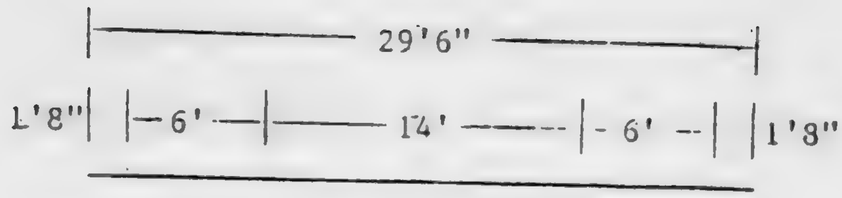
PROJECT LOCATION MAP

MARION STREET BRIDGE -LANE AND BRIDGE RAMPS


21 | 22
28 | 27
SOUTHERN PACIFIC R.R.
MUSGRAVE LANE NW
JOSEPH H. ALBERT
PAUL B. WALLACE MEMORIAL PARK
WATER ST. NE
FRONT
COMMERCIAL
MARION SQUARE PARK
FERRY
LIBERTY
MARION
UNION
DIVISION
ST
NE
HIGH
MARION COUNTY CT HSE.
U.S. POST OFFICE
CHURCH
COURT
LIBERTY

PROPOSED TYPICAL SECTION[1]

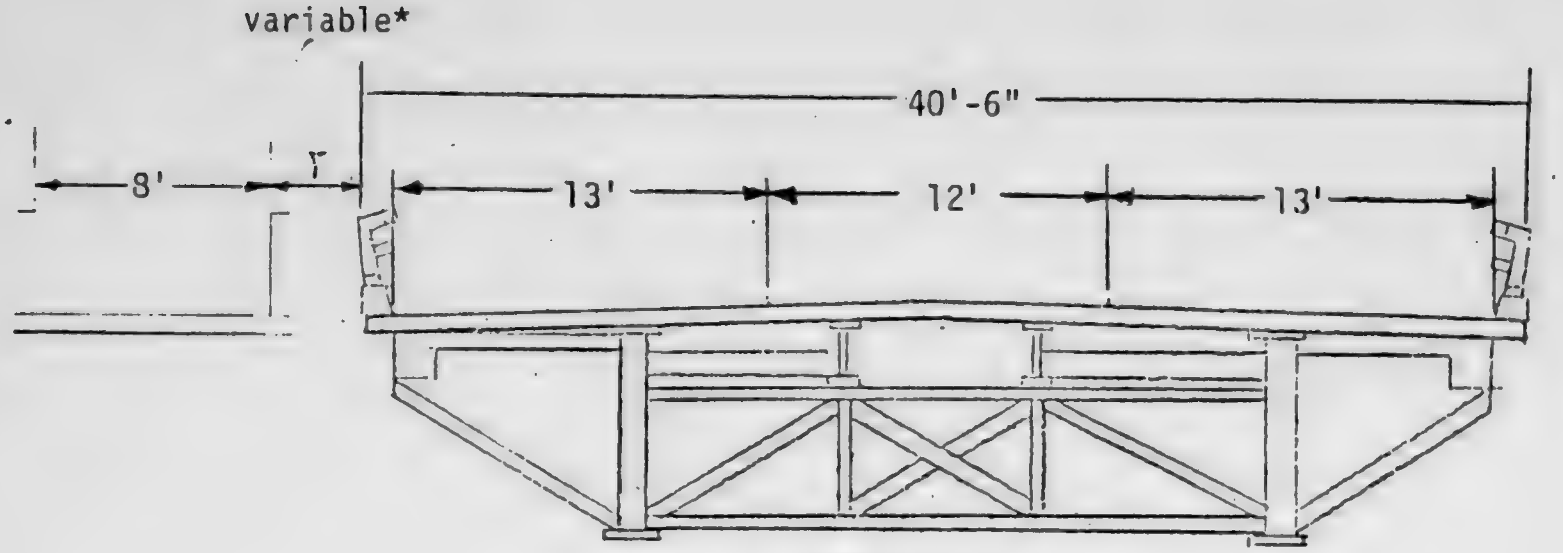
CENTER-MARION STREET BRIDGE RAMPS



---

[1] Similar to cross-section design, Center Street Bridge Ramp

ATTACHMENT "A" CONTINUED

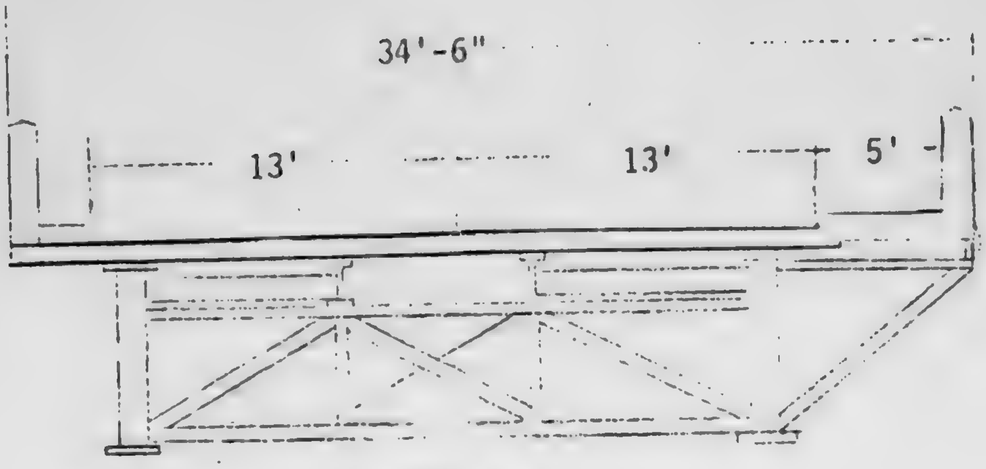

variable*
40'-6"
8'
13'
12'
13'

ALTERNATIVE 3

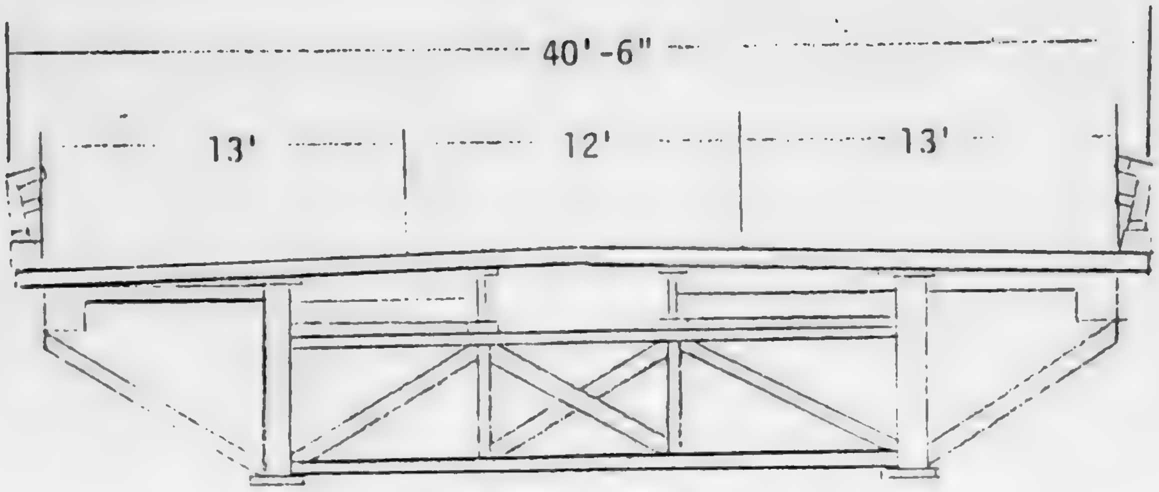
*The additional structure could be free-standing or attached to the Marion Street Bridge.

ATTACHMENT "A"

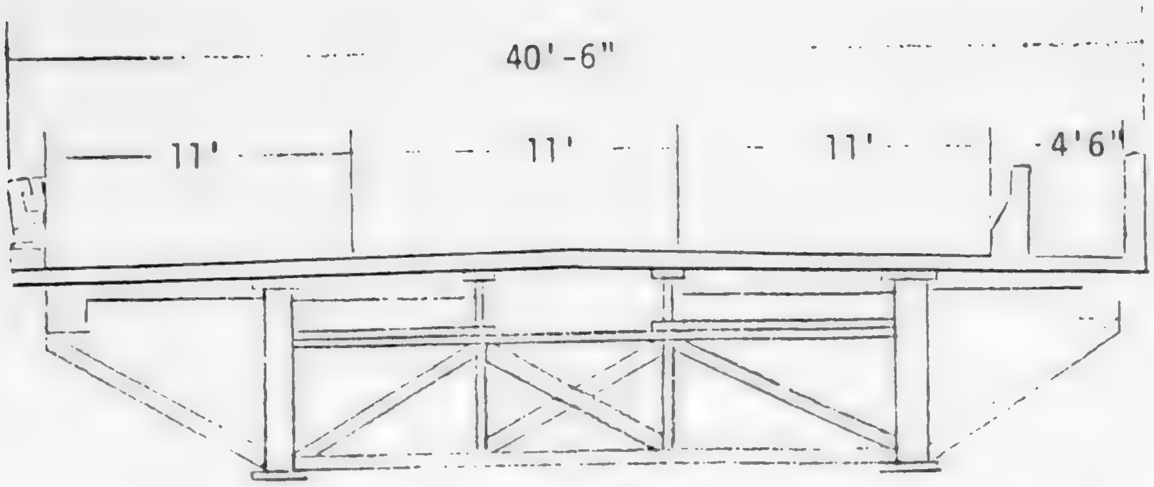
MARION STREET BRIDGE
Cross-Sections



EXISTING



ALTERNATIVE 1


40'-6"
11'
11'
11'
4'6"

ALTERNATIVE 2

ATTACHMENT "B"

COST ESTIMATE

	Alternative 1	Alternative 2	Alternative 3
Roadwork			
Right-of-Way Costs	500,000	500,000	500,000
Traffic Control			
Illumination	20,000	20,000	20,000
Structures	2,810,000	2,810,000	3,810,000
Railroad			
Other			
Preliminary Engineering	240,000	240,000	340,000
PROJECT TOTAL	3,570,000	3,570,000	4,670,000

ATTACHMENT "C"

D. General Description of Project:

This project is composed of two parts. The first part would add two additional bridge ramps, one onto the Center Street Bridge and one onto the Marion Street Bridge. Combined, these ramps would provide at least 5,500 ADT of additional capacity, and would be designed similar to the current ramp on the Center Street Bridge (one travel lane, two shoulders). Also included is a pedestrian/bicycle overcrossing of Front Street located to the south of Center Street. (2) The second part of this project is extremely complex and the exact solution is not known at present. Three separate alternatives are proposed. The Environmental Impact Process will help determine what the preferred alternative should be.

Alternative 1 - Add an additional travel lane to Marion Street Bridge. This would require widening the structure on both sides for a total of 6 feet and eliminating the sidewalk. There would then be three travel lanes, two at 13' and one at 12' wide (see Attachment A). Existing pedestrian traffic would be handled by Center Street Bridge.

Alternative 2 - Add an additional travel lane to Marion Street Bridge. This would be accomplished as stated in Alternative 1. There would then be three travel lanes each 11' wide and a new 5' sidewalk (see Attachment A).

Alternative 3 - This alternative would be to widen the structure to the same configuration as Alternative 1. The existing pedestrian traffic from both the Marion and Center Street Bridges would be accommodated on a new pedestrian/bicycle structure. This structure could be attached to Marion Street Bridge or free standing on new alignment.

ATTACHMENT "D"

Location - Alternatives would include only the build and no-build options for the added lane on the Marion Street Bridge. Under Alternative 3, the location of an additional structure has not been determined and would require further study. Different alignment and touch-down points would be considered as locational alternatives for the bridge ramps and the pedestrian walks and the pedestrian overcrossing at Front Street.

Design - Alternatives for the added lane are all similar. Different alignments (vertical and horizontal) for the bridge ramps and the pedestrian overpass, the additional structure and different cross-sections will be evaluated.

9541 ~~Salem~~ 30

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 30, 1977

D H Moehring

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Center Street Bridge
Salem

TO: J. H. Versteeg
Road Design Engineer

Attached is a letter I received from John Wood relating to the Center Street bridge. I am not aware of any new ramps for the bridge, however, would you please keep John's concern in mind should some new bridge design develop.

cc: R. L. Schroeder

DHM:rb

[illegible]

[illegible]

ACG.

1 Versteeg ✓
2 Olson [illegible]
3 [illegible] Don
[illegible]
Swenson
[illegible]

RECEIVED
[illegible]
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return [illegible]
Bring up
Other

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1977

SUBJECT: Center St. Br. #123A
Hwy. 30, M.P. 25.90

To: D. H. Moehring
Maintenance Engineer

JHWood

From: J. H. Wood
Bridge Maintenance Engineer

The July, 1976 underwater inspection report for this structure indicated some concrete problems in Pier 4.

This caused some concern and a load capacity analysis was made to determine what immediate action should be taken.

The results of the analysis indicate low concrete stresses and no urgency for immediate repair. The pile loading varies from 23 to 23.5 tons per pile, which should be considered the maximum allowable.

Any plans by any agency to instigate a change in the traffic pattern that would add dead load or live load to the piers should not be approved.

JHW:hc

7-11

30

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 1, 1974

To: FILE

SUBJECT: File No. 38232
Willamette River Bridge
(Salem) Section
Willamina-Salem Highway
Polk County

58-35-17

The matter of cancelling this file was discussed on this date by telephone with Mr. Gerald Wimer.

It was decided the file, on which nothing has been done for 9 years, could be closed since the likelihood that we will want to acquire the bank protection easement from the City of Salem is very remote.

We have asked the title company to cancel the order which we placed with them for title insurance.

A. J. VIDUCICH
Title Supervisor

AJV:bb

cc: Mr. Floyd O. Scott ✓
Mr. J. B. Boyd
Mr. Gerald W. Wimer

File cancelled 10-3-74
S.

✓

30

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 5, 1974

TO MEMO TO THE FILES

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT No. 6, August 29 Bid Opening
Willamette River (Center Street) Bridge Section
Willamina-Salem Highway
Polk and Marion Counties

Attached is a note from E. S. Hunter to combine the subject project with the Division Street-Trade Street (Salem) Section, Center Street-Front Street ramp structures scheduled for the December 19 bid opening.

1 ✓

2 ✓

FET:we
Attachment
cc: W. J. Hart
H. S. Cox
C. O. Fredrickson
C. G. Swenson
W. H. Sample
A. D. Olson

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1969

SUBJECT: Right of Way Cost Estimate
Center Street Bridge Section
Willamina-Salem Highway
Marion County

To: Mr. D. N. Stoudenmeyer
Assistant Preliminary
Design Engineer
State Highway Building
Salem, Oregon

At your request, I have inspected the two alternate proposals for widening the Center Street bridge in Salem.

Plan #1, the taking of some 6600 square feet of land between Front Street and the Willamette River would involve a taking only, with very little damage in evidence.

A rough estimate of this taking would be:

Plan #1 6,600 square feet @$2.00=$13,200, say $13,500

Plan #2 has very little land taken. The large item is the damage to the property by closing the street paralleling Center Street south of the bridge. This is a 1-way street serving this property and traffic coming from Front Street to Commercial Street. By this closure, the service station fronting on Commercial Street would be made inoperative, as the above mentioned street south of Center Street serves as egress to traffic using the service station.

This property in total has an estimated value in the neighborhood of $250,000; there being two service stations, a repair shop, tire repair and retreading shop, plus an appliance store, all situated on a valuable piece of ground.

Estimated loss of value to property by the instrumentation of Plan #2 would be:

Damage to remainder, super-service station = $60,000.

Respectfully,

ROBERT C. FRIESS
District Line Appraiser

RCF/mw
cc: D. H. MOEHRING
R. D. ASBURRY
D. J. BARBEE
R. J. HENRY

1
2

RECEIVED

Salem, Oregon
July 25, 1969

Center Street Bridge (Salem)
Willamina-Salem Highway
Marion County

Mr. R. D. Asburry
Division Engineer
East Salem Shop Area
Salem, Oregon

Herewith three prints each of two plans to provide an additional lane for eastbound traffic on the Center Street Bridge.

The plan connecting to Front Street leaves the spur tracks as they exist. The plan at Commercial Street will close the road adjacent to and south of the present structure as far as movement to Commercial Street. The street will remain for use of Master Service Station.

Please have a right of way estimate prepared on each of these. We would like to have them back by July 30 if possible.

D. J. Barbee
Design Engineer

By
D. N. Stoudenmeyer
Assistant Preliminary Design Engineer

DNS:jp
Enclos.
cc: D.H. Moehring

Routing
Barbee
Hall
A. Olson
Semple
Turpin
Swenson
RECEIVED
JUL 25 1969
DESIGN
DIVISION
R. Olson
Carstensen

1982 Sycan R. (Drews Rd.) Br. 9542
Sec. of Co. Rd. 3 mi. N. of Beatty.
(Grading and Struc.)

C&A 7691 5/27/82

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE 3-22-84

COUNTY: Klamath AGREEMENT NO: 7691 PROJECT NO: BROS-1800(4)

CONTRACT NO: 9542 SECTION: Sycan River (Drews Rd.) Br. #35C126

PRELIMINARY ENGINEERING: Prefix No. 218-1974

	Participating
Resident Engineer	$ 3,341.12
Final Design	1,743.58
Region Geology	157.97
Region Utility Liaison	74.78
Location	535.37
Project Management	100.00
Specifications (No Cost to County)	1,257.49
Administrative Services - Engineering	79.55
Environmental Section	72.93
Structural Foundation	3,033.73
Bridge Design (No Cost to County)	2,817.46
Right-of-Way Utility Engineer	27.83
Hydraulics	1,040.08
Total P.E. Cost	$ 14,281.89
Less Free Br. Design, Specs. & Plans	$ (4,074.95)
Total Participating P.E. Cost	$ 10,206.94

CONSTRUCTION COST: Prefix No. 218-1011

	Participating
Work Performed by Contractor	$161,177.60
All Engineering Expense	12,674.15
Project Management	105.80
Materials Testing Lab	2,964.04
Technical Services Branch	338.95
Construction Branch	231.14
Total Construction Cost	$177,491.68

Summary		
Participating P. E. Cost		$ 10,206.94
Participating Construction Co.		177,491.68
Federal Aid Participating Costs		$ 187,698.62
Less Federal Aid		
P.E. 80%	$ 8,165.55	
Construction 80%	141,993.35	$(150,158.90)
County Share 20%		$ 37,539.72
Less County Advance Deposits		
P.E. 6-9-82	$ 4,040.00	
Construction 9-22-82	38,100.00	$ (42,140.00)
REFUND TO COUNTY		$ 4,600.28

MKS

218-1011

ORIGINAL [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-1800(5)
PROGRAM APPROVED	VOUCHER PERIOD From: 8-11-82 To: 11-14-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
177,491.68	177,491.68	80%	141,993.34	141,993.34	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

____________________ *State Highway Agency*

By ____________________ __________

Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ____________________

Adjustments $ ____________________

Amount Approved $ ____________________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

a

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Sycan River (Drews Rd.) Bridge Section Drews Klamath County Road					
	Construction Type Code X080 Structure, Bridge No. 16616 (Sta. 99+14 to 102+51)					
	Final Contract Payment Summary		Lump Sum		161,177.60	
	Construction Engineering					
	State		All Required		16,314.08	
	Total Participating Construction Cost				$177,491.68	
	Prepared based on Participating costs as shown on the Federal Billing as of 1-12-84					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/23/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2	BROS-0902-001 APPR-117	26,389.56	32,986 95	32,986.95	80.00	26,389.56	26,389 56		
209-1022		PREFIX TOTALS	83,215.10	97,466 76	97,429.61		83,215.10	83,215.10		
209-1023	1#	BROS-0900-005 APPR-117	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033 58		
209-1024	1#	BROS-0900-004 APPR-117	104,345.68	130,483 19	130,432.10	80 00	104,345 68	104,345 68		
209-1030	1*	BROS-0900-007 APPR-117	39,627.41	51,926.88	49,534.26	80.00	39,627.41	39,627.41		
211-1085	1	PMS -000S-099 APPR-140	1,290 00	37 81	37.81	100 00	37 81	37 81		
213-1067	1*	BROS-1300-004 APPR-117	68,780.48	88,666.96	86,027 32	80 00	68,821 86	68,780 48	41.38 B	
214-1094	1	ERFO-0326-001 APPR-099	615,000.00	613,252.82	611,061 88	100 00	611,061.88	611,061 88		
215-1021	1#	RRP -000S-016 APPR-139	62,561 72	69,512.62	69,513 02	90.00	62,561 72	62,561.72		
215-1030	1#	PMS -000S-103 APPR-140	167,033.69	167,143 61	167,033.69	100 00	167,033.69	167,033.69		
215-1040	1	HES -000S-006 APPR-141				90.00				
215-1046	1	BROS-1500-003 APPR-117	145,416.00	51,091.84	50,939.09	80.00	40,751.27	40,751 27		
216-1048	1	PMS -000S-098 APPR-140	13,000.00	7,755 34	7,755 34	100.00	7,755.34	6,759 47		995 87
216-1049	1#	SOS -1600-001 APPR-680	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1053	1	BROS-1600-003 APPR-117	58,158.00	70,522.92	70,490.22	80 00	56,392 18	56,392 18		
216-1054	1	BHOS-1600-004 APPR-114	63,376.00	51,550.34	51,539.85	80.00	41,231 88	41,231 88		
218-1005	1	RRS -000S-005 APPR-138	54,705.00	59,354.46	59,354.46	90.00	53,419 01	53,419 01		
218-1011	1*	BROS-1800-005 APPR-117	141,993.34	177,491.68	177,491.68	80.00	141,993 34	141,993 34		
218-1040	1	RRS -2221-001 APPR-138	57,392.00	42,879.12	42,835 67	90.00	38,552.10	38,552 10		
218-1043	1#	RRO -000S-045 APPR-685	33,604.55	37,338.39	37,338.39	90.00	33,604 55	33,604 55		
220-1034	1#	RRS -6430-001 APPR-138	59,453.14	66,059.04	66,059.04	90.00	59,453 14	59,453 14		
220-1050	1	PMS -000S-106 APPR-140	309,355.00	271,706.20	271,323 05	100.00	271,323.05	271,323 05		
220-1055	1	BROS-2000-003 APPR-117	241,910.00	310,018.65	309,323.32	80.00	247,458.66	241,910 00	5,548 66 B	
220-1083	1	RRS -000S-020 APPR-138	122,589.00			90.00				
221-1018	1	BHOS-2100-005 APPR-114	141,548.00	149,172.78	149,095.15	80.00	119,276.12	119,276 12		
221-1019	1	BROS-2100-006 APPR-117				80.00				

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JANUARY 1984      PAGE  187
                                                                          FISCAL          GRAND TOTAL     ACTIVE YPS
      DESCRIPTION                 PREFIX  FUNCTION SUB F  GR  CURRENT MONTH    YEAR TO DATE      TO DATE      BEG   END
                               218   1005     270    02 P 1                                      2,036 93     82    83
                               218   1005     296    00 N 9                     5,320 58CR      53,419 01CR   81    83
                               218   1005     298    00 N 9                     5,320 58        53,419 01     81    83
                               218   1005     900    03 P 1                                         89 68     82    83
                               218   1005     915    00 P 1                       657 40           898 43     83    83
                               218   1005     920    00 P 1                                         36 39     81    81
                               218   1005     948    00 P 1                         7 76            47 59     81    83
                                              TOT       P1                      5,903 08        59,354 46
                                           ** JOB TOTALS **              **     5,903 08  **    59,354 46  **

 SYCAN R(DREWS RD)BR           CONT NO 9542 * FA PROJ NOS BROS1800005 100                                     STATE
                               218   1011     201    00 P 1                                    161,177 60     82    83
                               218   1011     204    00 P 1                     8,187 13CR                    83    83
                               218   1011     207    00 N 1                       243 94CR                    83    83
                               218   1011     208    00 N 1                        16 69CR          24 83CR+  83    83
                               218   1011     296    00 N 9                       212 41CR     128,093 34CR   82    83
                               218   1011     297    00 N 9                                     36,100 00     82    82
                               218   1011     298    00 N 9                       212 41       141,993 34     82    83
                               218   1011     900    00 P 1                       202 63        12,555 15     82    83
                               218   1011     920    00 P 1                                        105 80     82    83
                               218   1011     928    00 N 1                        16 69            24 83 *   83    83
                               218   1011     940    00 P 1                       212 00         1,942 50     82    83
                               218   1011     941    00 P 1                                          8 56     82    83
                               218   1011     942    00 P 1                                      1,012 98     82    83
                               218   1011     944    00 P 1                        63 70           338 95     82    83
                               218   1011     945    00 P 1                       202 00           231 14     82    83
                               218   1011     948    00 P 1                                        119 00     82    83
                                              TOT       P1                      7,506 80CR     177,491 68
                                              TOT       N1                        243 94CR
                                           ** JOB TOTALS **              **     7,750 74CR**   177,491 68  **

 BNRRXING @ ALTMONT DR         CONT NO         FA PROJ NOS RRS 2221001 100                                    STATE
                               218   1040     270    02 P 1                       951 68           951 68     83    83
                               218   1040     276    01 P 1                     6,758 84CR      40,190 60     78    83
                               218   1040     276    01 N 1                     6,758 84                      79    83
                               218   1040     296    00 N 9                     5,218 40        38,552 10CR   78    84
                               218   1040     298    00 N 9                     5,218 40CR      38,552 10     78    84
                               218   1040     900    00 P 1                                        307 59     78    79
                               218   1040     900    03 P 1                                        544 69     78    79
                               218   1040     900    03 N 1                                         43 45     79    79
                               218   1040     915    00 P 1                                        832 17     78    81
                               218   1040     948    00 P 1                         8 94             8 94     83    83
                                              TOT       P1                      5,798 22CR      42,835 67
                                              TOT       N1                      6,758 84            43 45
                                           ** JOB TOTALS **              **       960 62  **    42,879 12  **

 BNRR XING @ HOMEDALE RD       CONT NO       * FA PROJ NOS RRO 000S045 100                                    STATE
                               218   1043     270    01 P 1                       540 00CR      35,485 51     78    84
```

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9542

REGION NO. 10	REPORT NO.	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT November 2, 1983	REPORT MADE BY C. T. Keasey, P.E., P.L.S.		PROJECT NO. BROS-1800(5)
COMPLETION DATE June 7, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY July 20, 1983	TIME ELAPSED 99 %	CONTRACT TIME 247 CD
APPROVED EXTENSIONS	LOCATION Sycan River (Drews Rd.) Bridge Section of Drews Road located approximately 3 miles north of Beatty.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
NOV 14 83
REFER TO
[illegible]

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Work on this project included the following:

a. Construction of roadbed embankment.
b. Installation of guard rail and riprap.
c. Removal of existing bridge.
d. Construction of Bridge No. 16616 over the Sycan River. Length: 136 feet. Roadway width: 31.5 feet.
e. Performance of additional and incidental work.

2. Contractor's Name: Holst Construction Co.

3. Contract Amount: $167,337.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C T Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/7/83	TITLE Field Operations Engr	DATE 11-4-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

October 6, 1983

Kapejo Inc.
3 Peirce Road
Wilmington, DE 19803

CON 5
#9542

Attention: Boni Philip Martinez
President

Gentlemen or Ladies:

Thank you for your letter of September 22 informing us that you have received a check from Stukel Rock and Paving Company in the amount of $294.

This was in reference to a claim filed against Holst Construction Co. on Contract No. 9542 for the Sycan River (Drews Road) Bridge Project in Klamath County.

This information will be noted in our records and we will advise the surety and the prime contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

KAPEJO INC.

Fibrous Products • Pollution Control Systems

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

September 22, 1983

Mr. Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: File No.
CON 5
#9542

Dear Mr. Gormsen:

Thank you for your letter of September 15, 1983. On September 12 we received a check for $294.00 from Stukel Rock and Paving Co. With it was included the copy of my letter of August 22, 1983 to the Oregon Department of Transportation which I had sent to Stukel.

Very truly yours,
Kapejo Inc.

Boni Philip Martinez, P.E.
President

BPM/my

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BoniFibers® FOR BETTER ROADS

CL 83-189

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED

September 15, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9542

Kapejo Inc.
3 Pierce Road
Wilmington, DE 19803

Attention: Boni Philip Martinez
President

Gentleman or Ladies:

This will acknowledge your letter of August 22, 1983, concerning Stukel Rock and Paving Co. owing you $294 relating to a project in Klamath Falls. It appears that the project is the following contract described below:

FILED BY:	Kapejo Inc.
AMOUNT:	$294.00
FOR:	Material
AGAINST: (Prime contractor)	Holst Construction Co.
CONTRACT:	9542
PROJECT:	Sycan River (Draws Road) Bridge, Klamath County
SURETY:	Employers Insurance of Wausau

9-20-83 kjm

Under Oregon Law, you may file a claim against the prime contractor. We are treating your letter as such. We will advise the contractor and the suretyuof the receipt of this claim. We will also file it with the Secretary of State.

Please advise this office when your claim has been paid.

This contract was accepted by the State on July 20, 1983, and final payment was made after August 15, 1983.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

bc; Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KAPEJO INC.
Fibrous Products • Pollution Control Systems
(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

August 22, 1983

Oregon Department of Transportation
State Highway Division
Salem, Oregon 97310

Re: Non-payment for material supplied to a contractor for use on a State bridge.

Gentlemen:

On May 11, 1983 we shipped to Stukel Rock & Paving Co. of Hill Road in Klamath Falls, Oregon, 240 pounds of our BoniFibers for a bridge-deck membrane. In addition to our invoice for $294.00, we sent to Stukel our Certification which is required in conformity to subsection 106/08 of your Standard Specification for Highway Construction.

Despite repeated requests for payment, Stukel has not paid for these fibers. We know that several States will not pay a contractor until all subcontractors are paid, for material and work on the project, by that contractor. If Oregon also has that requirement, please have Stuckel Rock & Paving Co. pay us the $294.00.

Very truly yours,
Kapejo Inc.

Boni Philip Martinez, P.E.
President

RECEIVED
SEP 1983
CONSTRUCTION SECTION

cc: Mr. Don Claunch
Stukel Rock & Paving Co.

Mr. James E. Wilson, Jr. P.E.
Assistant Engineer of Materials
Oregon State Highway Division

(Jim Wilson
cannot know
what job
he's referring to)

BPM/my

From
State Contract
9542

Herm
9-1-83

NOTED
F.R. GRIFFIN

RECEIVED
AUG 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BoniFibers® FOR BETTER ROADS

August 10, 1983

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

COM 5
#9542

Gentlemen:

Contract No. 9542 awarded to Holst Construction Co., for work on Sycan River (Drews Road) Bridge in Klamath County was completed on June 27, 1983, and accepted by the State Highway Division on July 20, 1983.

Final payment in the amount of $378.60 will be released to the contractor after August 15, 1983. The total contract amount is $161,177.60 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

bc
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sycan River (Drews Rd.) Bridge

WEEK ENDING: July 2, 1983

SECTION PREFIX: 218 - 1011

HIGHWAY: County Road

COUNTY: Klamath

NAME OF JOB: Sycan River (Drews Rd.) Bridge

KIND OF WORK: Grading & Structure

CONTRACTOR: Holst Construction Co.

CONTRACT NUMBER: 9542

FEDERAL AID PROJECT NUMBER: BROS - 1800 (5)

DATE OF CONTRACT: September 22, 1982

DATE WORK STARTED: September 21, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

WORK DAYS USED:

CALENDAR DAYS USED: 247

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: A - 48 B - 99

PROJECT AUTHORIZATION: $ 190,495.00

EXCLUSIVE OF ENGINEERING: $ 175,389.67

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 161,855.44

ESTIMATED PERCENT: [illegible] UNDERRUN 7.7 %

ENGINEERING AUTHORIZATION: $ 15,105.33

ENGINEERING COST TO DATE: $ 15,105.33

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 7, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06				0.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06				0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,050				107
TOTAL QUANTITIES CORRECTED TO DATE	747				83
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	747				83
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26				
MONDAY 27				
TUESDAY 282				K
WEDNESDAY 29				RECEIVED
THURSDAY 30				
FRIDAY 1				CONSTRUCTION SECTION
SATURDAY 2				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

26 SUNDAY	
27 MONDAY	
28 TUESDAY	
29 WEDNESDAY	
30 THURSDAY	
1 FRIDAY	
2 SATURDAY	

REMARKS

All contract work completed June 7, 1983.

Third (3rd) Notification submitted June 27, 1983.

Semi-Final Submitted June 27, 1983.

FINAL REPORT FOR THIS PROJECT.

SIGNED B.L. Branstetter LOCATION Klamath Falls
For: B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

218-1974

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-1800(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 4-5-82 To: 8-10-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$14,281.89	$14,281.89	80%	$11,425.51	$11,425.51	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 11/26/82

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Sycan River (Drews Road) Bridge Section County Road in Klamath County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$14,281.89	
	Total Participating Preliminary Engineering				$14,281.89	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/2/82.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
215-1955	1*	OS -1500-002 APPR-627	7,460.00	17,437.41	8,694.64	85.80	7,460.00	7,460.00		
215-1965	1*	RRS -3840-001 APPR-138	2,148.26	2,510.18	2,386.95	90.00	2,148.26	2,148.26		
215-1966	1	RRP -000S-016 APPR-139	1,800.00	144.34	144.34	90.00	129.91	129.91		
215-1970	1*	RRS -000S-003 APPR-138	1,205.06	1,338.96	1,338.96	90.00	1,205.06	1,205.06		
215-1971	1*	RRS -000S-004 APPR-138	74.88	83.20	83.20	90.00	74.88	74.88		
215-1994	1	BROS-1500-003 APPR-117	19,440.00	15,714.85	15,714.85	80.00	12,571.88	12,350.31		221.57
216-1972	1*	RRO -000S-033 APPR-685	343.51	381.68	381.68	90.00	343.51	343.51		
216-1974	1	SOS -1600-001 APPR-680	12,865.00	14,586.81	14,586.81	85.77	12,511.11	12,511.11		
216-1980	1	BROS-1600-002 APPR-117	14,880.00	11,969.26	11,969.26	80.00	9,575.41	9,575.41		
216-1981	1	BROS-1600-004 APPR-114	14,400.00	128.29	128.29	80.00	102.63	88.77		13.86
218-1927	1	RRS -2221-001 APPR-138	2,880.00	3,007.26	3,007.26	90.00	2,706.53	2,706.53		
218-1933	1	RROO-000S-042 APPR-686	1,800.00	1,592.18	1,592.18	90.00	1,432.96	1,432.96		
218-1938	1*	SOS -1800-002 APPR-680	4,354.29	5,074.93	5,074.93	85.80	4,354.29	4,354.29		
218-1940	1	RRO -000S-045 APPR-685	1,980.00	100.85	100.85	90.00	90.77	90.77		
218-1949	1	RRS -2237-001 APPR-138	1,800.00	55.20	55.20	90.00	49.68	49.68		
218-1955	1*	RRP -2234-001 APPR-139	1,060.89	1,178.77	1,178.77	90.00	1,060.89	1,060.89		
218-1958	1	RRS -000S-005 APPR-138	1,800.00	212.06	212.06	90.00	190.85	190.85		
218-1974	1*	BROS-1800-004 APPR-117	11,425.51	14,281.89	14,281.89	80.00	11,425.51	11,425.51		
219-1923	1*	PMS -000S-081 APPR-140	121.87	121.87	121.87	100.00	121.87	121.87		
219-1927	1	PMS -000S-111 APPR-140	300.00	132.76	132.76	100.00	132.76	132.76		
220-1910	1*	PMS -000S-063 APPR-140	726.18	726.18	726.18	100.00	726.18	726.18		
220-1913	1	M -1082-001 APPR-W32	257,485.00	118,558.15	118,558.15	88.18	104,544.58	101,852.43		2,692.15
220-1916	1*	RRO -000S-014 APPR-685	1,102.01	1,297.30	1,224.46	90.00	1,102.01	1,102.01		
220-1939	1	RRS -6430-001 APPR-138	1,800.00	93.43	93.43	90.00	84.09	84.09		
220-1945	1*	PMS -000S-097 APPR-140	2,207.04	2,584.24	2,207.04	100.00	2,207.04	2,207.04		
220-1985	1*	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		

```
                                                                            DECEMBER 1982      PAGE  708
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                FISCAL         GRAND TOTAL
     DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE      TO DATE

                                                                                                           STATE
SYCAN RIVER(DREWS RD)BR      CONT NO     * FA PROJ NOS BROS1800004 100
                                  218   1974   296    00 N 9           95.32     12,182.19CR    14,665.51CR
                                  218   1974   297    00 N 9                      3,240.00       3,240.00
                                  218   1974   298    00 N 9           95.32CR    8,942.19      11,425.51
                                  218   1974   901    00 P 1                        317.12       3,341.12
                                  218   1974   905    00 P 1                        804.98       1,743.58
                                  218   1974   906    00 P 1  To927               1,068.86       1,068.86  To 921
                                  218   1974   910    00 P 1                                       157.97
                                  218   1974   914    00 P 1                         74.78          74.78
                                  218   1974   918    00 P 1                        453.96         535.37
                                  218   1974   920    00 P 1                                       100.00
                                  218   1974   921    00 P 1  100% No cost to County  1,257.49     1,257.49
                                  218   1974   922    00 P 1                         79.55          79.55
                                  218   1974   923    00 P 1                         72.93          72.93
                                  218   1974   926    00 P 1                        258.26       3,033.73
                                  218   1974   927    00 P 1  No Cost to County 100%  968.80     1,748.60  2817.46
                                  218   1974   932    00 P 1                         27.83          27.83
                                  218   1974   937    00 P 1                        138.71       1,040.08
                                               TOT    P1                          5,523.27      14,281.89
                                        ** JOB TOTALS **             **           5,523.27  **  14,281.89  **

                                                                                                           STATE
LAKE COUNTY PV MRKINGS PROJ   CONT NO     * FA PROJ NOS PMS 000S081 100
                                  219   1923   296    00 N 9                                       121.87CR
                                  219   1923   298    00 N 9                                       121.87
                                  219   1923   905    00 P 1                                       121.87
                                               TOT    P1                                           121.87
                                        ** JOB TOTALS **             **                     **     121.87  **

                                                                                                           STATE
LAKE CO PVMT MRK PROJ NO2     CONT NO       FA PROJ NOS PMS 000S111 100
                                  219   1927   296    00 N 9                          3.87         132.76CR
                                  219   1927   298    00 N 9                          3.87CR       132.76
                                  219   1927   905    00 P 1                                        89.29
                                  219   1927   920    00 P 1                                        43.47
                                               TOT    P1                                           132.76
                                        ** JOB TOTALS **             **                     **     132.76  **

                                                                                                           STATE
LANE CO RDS PAVEMENT MARKINGS CONT NO     * FA PROJ NOS PMS 000S063 100
                                  220   1910   296    00 N 9                        281.90CR       726.18CR
                                  220   1910   298    00 N 9                        281.90         726.18
                                  220   1910   903    01 P 1                                       437.39
                                  220   1910   911    00 P 1                         13.60          13.60
                                  220   1910   915    02 P 1                        268.30         268.30
                                  220   1910   923    00 P 1                                         6.89
                                               TOT    P1                            281.90         726.18
                                        ** JOB TOTALS **             **             281.90  **     726.18  **
```

9512

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Klamath Project No. BROS-1800(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sycan River (Drews Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-11-82	0.026
OTHER *(Specify)*		

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT $ 190,494.00	FEDERAL FUNDS $ 152,395.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1982

Federal-Aid Project
No. BROS-1800(5)

Sycan River (Drews Rd.) Bridge Section
Drews Klamath County Road

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 16616 (Sta. 99+14 to 102+51)

Mobilization		All Required	$ 3,000.00
Toe Trench Excavation	30 Cu. Yd.	20.00	600.00
Embankment in Place	1,020 Cu. Yd.	7.00	7,140.00
Class "C" Asphalt Concrete	107 Ton	65.00	6,955.00
Membrane Waterproofing	486 Sq. Yd.	19.00	9,234.00
Guardrail, Type 2A	100 Lin. Ft.	14.00	1,400.00
Guardrail, Type 3	100 Lin. Ft.	22.00	2,200.00
Guardrail Anchors, Type 1	4 Each	250.00	1,000.00
Rail End Pieces, Type C	4 Each	75.00	300.00
Loose Riprap, Class 50	370 Cu. Yd.	26.00	9,620.00
Bridge Removal Work		All Required	6,500.00
Shoring, Cribbing, Ect.		All Required	1,500.00
Structure Excavation	65 Cu. Yd.	14.00	910.00
Furnish Pile Driving Equipment		All Required	3,200.00
Furnish HP 10x42 Steel Piling	640 Lin. Ft.	13.10	8,384.00
Drive Steel Piles	544 Lin. Ft.	1.00	544.00
Structural Concrete, Class 330 (62 C.Y. @ $325)		All Required	19,500.00
4'x65'/70' Prestressed Slabs	16 Each	4,355.00	69,680.00
Reinforcement (5,300 lbs)		All Required	3,500.00
Structural Steel (520 lbs)		All Required	650.00
Metal Rail with Tubing	288 Lin. Ft.	40.00	11,520.00
			$ 167,337.00

Anticipated Items

Roadside Seeding and Mulching	All Required	$ 500.00
	SUBTOTAL	$ 167,837.00
	Engineering	22,657.00
	TOTAL	$ 190,494.00

Length of Project -------------- 0.026 mi.

Federal Funds (80%)-------------	$152,395
County Funds -------------------	38,099
TOTAL	$190,494

Group 1 100%
Contract No. 9542
Prefix: 218-1011

September 7, 1982

Mr. Earl Kessler
Director of Public Works
Klamath County
Vets Memorial Building
Klamath Falls, OR 97601

Dear Mr. Kessler:

On September 2, 1982 we received a satisfactory bid from Holst Construction Company, P.O. Box 1048, Oakridge, OR 97463, for the Sycan River Bridge Section of Drews Road in Klamath County.

As described in our Agreement No. 7691, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid	$167,337.00
Anticipated Additional Item:	
Roadside Seeding & Mulching	500.00
SUBTOTAL	$167,837.00
Contingencies (4½%)	7,552.67
Engineering (9%)	15,105.33
Estimated Construction Cost	$190,495.00
County Share & Advance Deposit:	
(20% of $190,495) =	$ 38,100

We will award the contract when we receive your advance deposit in the amount of $38,100, which should arrive not later than September 24, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

Rec'd check
9-22-82
per Clarence H.
Acctg.

KH:lb

Att.

bc w/AD #82-69: John Hagedorn, Region 4
Vern Skoog -- please return completed AD #82-69
when advance deposit is received

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20078

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/82
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION
Sycan River (Drews Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 7/29/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
AUG 16 '82
REFER TO [illegible]
FOR

Info	Inve	R/D	D R	Sign	Act	File

14. DATE 8/11/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS 1800(4)
Sycan River (Drews Road) Bridge
Ref: DES 23 16616

Date: August 9, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Attn: Mr. W. J. Hart, Bridge Engineer

In view of Mr. W. J. Hart's letter of July 27, 1982 and a review of the proposed project, we agree wtih your proposal for the above project. Please proceed with the design.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR

AUG 10 '82

REFER TO Hart

FOR

Info	Inves	R/D	D R	Sign	Act	File
					✓	

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2018

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1800(1) Prefix 218-1974

Project Name Sycan River Bridge #35C126
Drews Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or [illegible] and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, [illegible] provided relocation [illegible] and relocation assistance. [illegible] or families have been relocated to [illegible] sanitary housing or [illegible] fair housing [illegible] open market.

C. Utilities

☒ 1. [illegible] existing utilities within the [illegible] to federal aid project have been [illegible] license, or other approved procedure.

Signed at Klamath Falls, [illegible] 2nd day of August, 1982

County of Klamath

Floyd L. Wynne
County Judge/Chairman

Certified By:
Alfred K. [illegible]
Regional Right-of-Way Supervisor
Date August 4, 1982

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Roadway Is Closed to Traffic.

STATE OF O

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSE

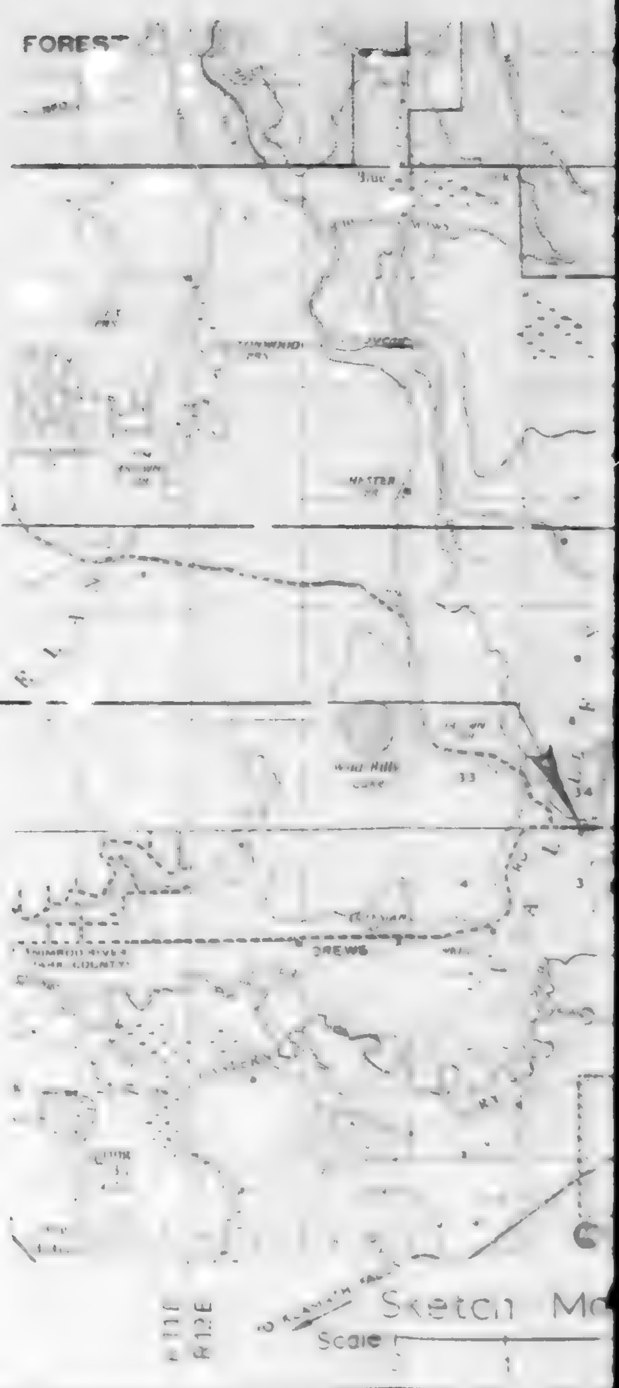
SYCAN RIVER (DREWS

CO. RD. (DREW

KLAMATH COU

END OF PROJECT
Sta. 102+51

BEGINNING OF PROJECT
Sta. 99+14


FOREST
DREWS
33
34
R.12E
Sketch Ma
Scale
1

SYCAN RIVER (DREWS RD.) BRIDGE SEC. CO. RD. (DREWS RD.) KLAMATH COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-05

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 29 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

REWS RD.) BRIDGE SEC.

RD. (DREWS RD.)

LAMATH COUNTY

Astoria
Seaside
30
26
101
Portland
Lincoln City
Newport
Salem
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Eugene
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
OREGON

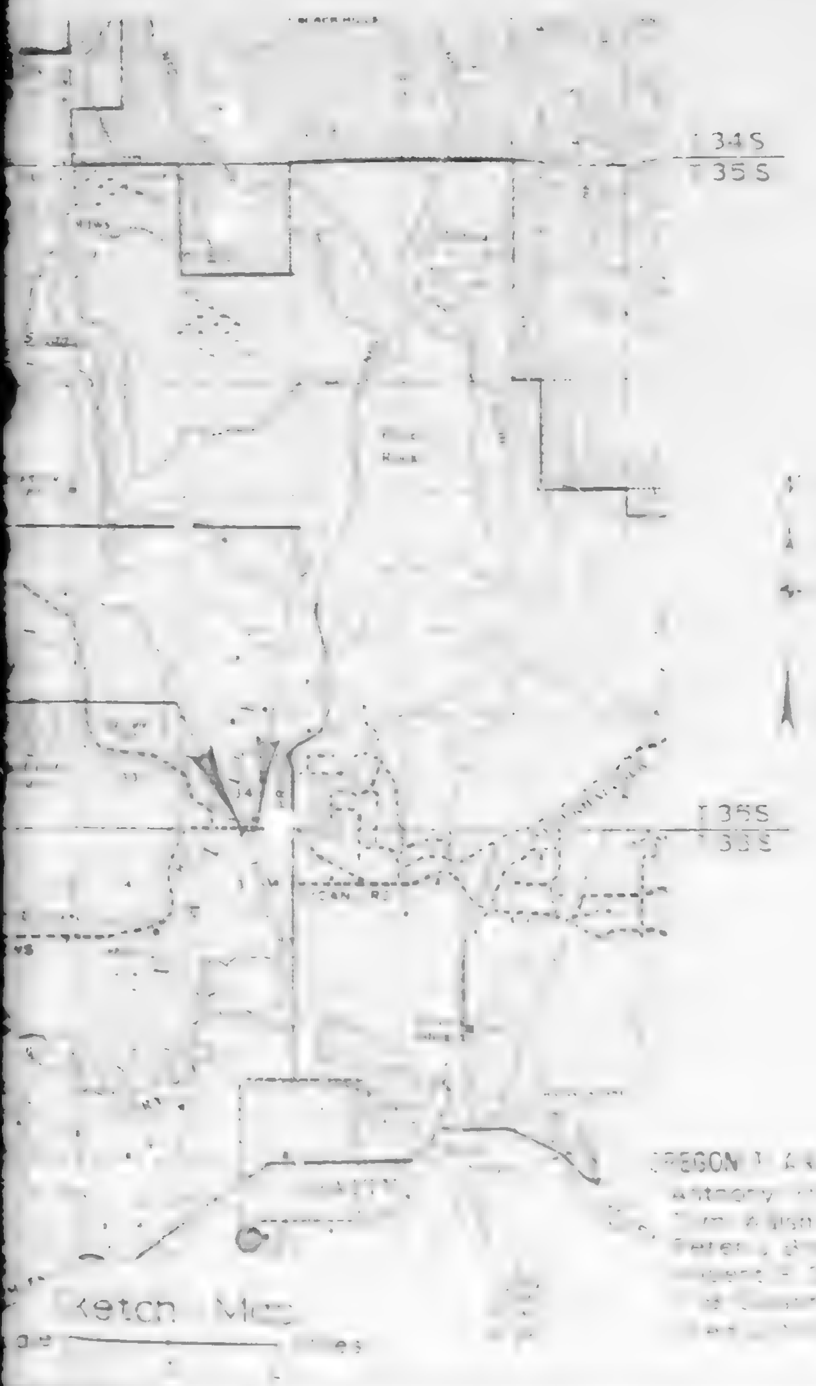
APPROVED..................

BOARD OF COMMISSIONERS OF Klamath county

BY Floyd L. Wynne COMMISSIONER

COMMISSIONER

COMMISSIONER



BLACK HILLS
T 34 S
T 35 S
T 35 S
T 36 S
N
Sketch Map
Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

[illegible]	CHAIRMAN
[illegible]	VICE CHAIRMAN
[illegible]	COMMISSIONER
[illegible]	COMMISSIONER
[illegible]	COMMISSIONER
[illegible]	DIRECTOR OF TRANSPORTATION

H S Coulter ______________

E S Hunter ASSISTANT ______________

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

OR PROPOSED PROJECT

REWS RD.) BRIDGE SEC.

D. (DREWS RD.)

LAMATH COUNTY

PRELIMINARY COPY
JUN 29 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

SYCAN RIVER (DREWS RD.) BRIDGE SEC. CO. RD. (DREWS RD.) KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-05

T 34 S
T 35 S
T 35 S
T 36 S
BLACK HILLS

Sketch Map

APPROVED.................

BOARD OF COMMISSIONERS of Klamath county

BY Floyd L. Wynne COMMISSIONER

Alvin A. Cheyne COMMISSIONER

COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

H. ... Coulter

E. S. Hunter ASSISTANT S...

REGON T ANSPORTATION COMMISSION

[illegible]	AIRMAN
...aigh	...CHAIRMAN
[illegible]	...MMISSIONER
... Lawyer	...MMISSIONER
[illegible]	...MMISSIONER
[illegible]	...RECTOR OF TRANSPORTATION

...PARTMENT ... TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

...ERATIONS ...

Section Sycan River (C[illegible]ws Rd.) Bridge Sec. Programming Estimate $

Highway Co. Rd. (Drews Rd.) Project Length 0.06 mile

County Klamath Completion Time

Kind of Work Grading and structure Est. Comp. Date

Prefix 218 - 1974 Letting Date Aug 26, 82 Project No. BROS-1800(5

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . . $ 241,728.00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 242,228.00
Contingencies (4-1/2%)		10,900.26
Engineering (~~8~~, [✓ 9,] ~~10~~%)		21,800.52
Subtotal		$ 274,928.78
Credit for ______		
Estimated Net Authorization, Construction		$ 274,928.78

APPROVED

cc: John Hagedorn
7-30-82

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Sycan River (Drews Rd.) Bridge	County: Klamath	Sheet 1 of 2	
Kind of Work: Grading and Structures	Length: 0.06	Date: 7/6/82	Name: Bill Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 10%		All	All	—	22,000 —
	Roadwork					
	Toe Trench Excavation		Cu. Yd.	30	15 —	450 —
	Embankment in Place		Cu. Yd.	1,020	11 —	11,220 —
	Class "C" Asphalt Concrete		Ton	107	45 —	4,815 —
	Membrane Waterproofing		Sq. Yd.	486	15 —	7,290 —
	Guard Rail Type 2A		Lin. Ft.	100	15 —	1,500 —
	Guard Rail, Type 3		Lin. Ft.	100	28 —	2,800 —
	Guard Rail Anchors, Type 1		Each	4	300 —	1,200 —
	Rail End Pieces, Type C		Each	4	85 —	340 —
	Loose Riprap, Class 50		Cu. Yd.	370	20 —	7,400 —

SUMMARY BID SCHEDULE COST ESTIMATE

GON STATE HIGHWAY DIVISION

ycan River (Drews Rd.) Bridge	County Klamath		Sheet 2 of 2
of Work [illegible]	Length 0.06	Date 7/14	Name Bill Bergstrom

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All	—	19,500.00
	Shoring, Cribbing, ect.		All	All	—	1,000.00
	Structure Excavation		Cu. Yd.	65	12 —	780.00
	Furnish HP 10x42 steel Piling		Lin. Ft	640	18 —	11,520.00
	Drive steel Piles		Lin. Ft	544	2 —	1,088.00
	62 cu yds @ 325 — Structural Concrete Class 3300		All	All	—	20,150.00
	4' x 65/70 Prestressed Slabs		Each	16	6,400	102,400.00
	5300 lbs @ Reinforcement		All	All	—	2,915.00
	520 lbs @ Structural Steel		All	All		520.00
	Metal Rail with Tubing		Lin. Ft.	288	55 —	15,840.00
	Furnish Pile Driving Equipment		All	All	—	7,000.00

734-1726 (8-81)

7542

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20078

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sycan River (Drews Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 7/30/82 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $274,950 Federal Funds $219,960 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
W. A[illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

Date: July 30, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20078
Project No. BROS-1800(5)
Sycan River (Drews Rd.) Bridge Section
Klamath County

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 2, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $274,950 with an obligation of $219,960 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc
Attachments

cc: Alfred Shirley, Jr. (Region 3)
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

July 30, 1982

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21 65: Co. Rd., 3.0 mi. N. of Beatty

ADT PRESENT: 150 DHV 18

FUTURE (66) (70): -----

YEAR (71) (72): ----

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: One Bridge

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER(S) 14 28: BROS — NUMBER 7: 1800

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (Mandatory 15% Off-System)

NAME OF URBAN AREA 17-31: ------

COUNTY NAME: Klamath

ROUTE NO. — FEDERAL-AID: None (82) — STATE: Co. Rd. (96) (97) — U.S.: ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		Br. No. 16616					
5					**ROW**							
5					**CONST** (CODE) X080		"Sycan Riv. (Drews Rd.) Br. Sec."	0.026	274,950	219,960	-----	54,900

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.026	274,950	219,960	-----	54,900
1	14	PROGRAM APPROVAL DATES	5-4-82			(16) (23)	(24) (33)		

PREPARED BY: JLG

REMARKS
Additional Data: Item No. 20
No. BROS-18

2181974

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

July 30, 1982

CT LOCATION (45 typewriter spaces): Rd., 3.0 mi. N. of Beatty

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	150 DHV 18	-----	----	10	Oregon	41	117	20078

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								BROS	1800	(5)		

idge Replacement (Mandatory 15% Off-System)

COUNTY NAME: Klamath CODE 035

ROUTE NO.: FEDERAL-AID None; STATE Co. Rd.; U.S. -----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
		Br. No. 16616						
W								
NST DE) 080		"Sycan Riv. (Drews Rd.) Br. Sec."	0.026	274,950	219,960	-----	54,900	ROW-100'; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.026	274,950	219,960	-----	54,900	

OVAL DATES: 5-4-82

REMARKS
Additional Data: Item No. 20078; Project No. BROS-1800(4).

OVER

USCOMM DUSCOMM-DC 48905-P61

Project Data: Construct on existing alignment one prestressed concrete slab span bridge (No. 16616) 135 feet long with horizontal clearance of 32 feet, grade approach roadways as required, place riprap as directed, install guard rail, each end, both sides of bridge, and perform incidental work common to this type of project. Surfacing of approaches to be accomplished by County forces.

Accommodation of Utilities: A State-County agreement No. 7691 complying with paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) was executed May 25, 1982.

Maintenance: A State-County agreement No. 7691 complying with Section 116, Title 23 USC was executed May 25, 1982.

Note: 1) Project is in Congressional District No. 2.
2) Existing Structure has a sufficiency rating of 28.8.

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: July 28, 1982
DES 23
16616

ORIGINAL SIGNED
T.G. THOMPSON

FROM: T. G. Thompson
Principal Structural Design Engineer

SUBJECT: Sycan River Bridge
Sycan River (Drews Road) Bridge Section
Drews Road
Klamath County
BR 16616

Attached are two reduced prints of Drawings 37201-37203 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 24,000
Structure	214,500
Engineering & Contingencies	47,800
	$286,300

It is planned to call for bids on this section on September 2, 1982.

Please make a field review and return one set by August 6, 1982, with your comments and/or corrections noted.

SKS:jrb

Attachments

cc: Earl Kessler, Klamath County, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specifications /w/ 1 set plus unchecked estimate sheet and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
Project Management
Engineering /w/ 1 set
Barry Hatcher, Project Manager, /w/ 1 set

Contains
Recycled
Materials
81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16616

July 27, 1982

RECEIVED
STATE HWY ENGR
JUL 28 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Sycan River (Drews Road) Bridge
Klamath County
Oregon Project BROS 1800(4)
BR 16616

Your letter of July 14, 1982, requested a study of an alternate reconstruction plan.

An estimate was made for providing a new 50-foot span between Bents 3 and 5. This would require removal of two existing 25-foot spans and rebuilding all of the bents with driven steel piling encased within a concrete wall. The estimate for this alternative is $220,000, including engineering and contingencies.

Our up-to-date estimate for a new structure is $257,000, including a 20 percent allowance for engineering and contingencies. A totally new structure has the following advantages over a reconstruction alternate:

1. There will be only one bent in the river. This will minimize the vulnerability of the structure to damage from ice floes.

2. The new structure will be designed for HS20 which will result in a satisfactory load rating. The existing structure was designed for an H15-S12 loading.

In view of the above discussion, we request your approval of our previously submitted plan for replacement of the existing structure.

LLW:jrb
cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
D. D. Allen

Form 734-3122

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS 1800(4)
Sycan River (Dews Road) Bridge Preliminary Submittal

Date: July 14, 1982

Reply to Attn. of: HBR-OR

NOTED
H. S. COULTER

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Attn: Mr. W. J. Hart, Bridge

We have reviewed Mr. Wallace's preliminary submittal of July 13 on the Sycan River Bridge. We generally have no objection to your proposal but feel another possible alternative might be possible.

Please consider replacing the two 25' spans on either side of the failed Bent 4 with a single 50' precast slab span. It would probably be necessary to rebuild Bents 3 and 5 with steel piles encased in concrete. If this alternate is feasible and would lift the sufficiency rating to 80 or above and would resolve the ice problem, it too could be a consideration.

Note, however, the sufficiency rating is only about 29 and such a reconstruction plan might not be acceptable. This might also be true of the repair "in-kind" that you proposed.

Dale E. Wilken

RECEIVED
STATE HWY ENGR

JUL 15 '82

REFER TO
Hart

FOR

Info	Inves	R/D	D R	Sign	Act	File
				✓		

cy Hinlen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1982

In Reply Refer to
File No.:

DES 23
16616

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 14 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Sycan River (Drews Road) Bridge
BR 16616
Klamath County

Enclosed are two reduced-size prints of Drawings 37184 and 36843 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the Foundation Report which includes the hydraulic analysis and recommendation.

Considerable damage occurred to the structure during winter months due to ice floes breaking several of the timber piling. This resulted in a six-inch ± sag at Bent 4 and some cracking of the concrete beam stems. Inadequacies of the existing piling are discussed on Page III-2 of the Foundation Report.

It is proposed that a replacement structure be built on the existing alignment and within the existing right of way. Rehabilitation of the existing structure would be expensive and perpetuate the vulnerability of the structure to damage from ice floes. The new structure will have one concrete wall-type bent in the river instead of the five treated-timber pile bents of the existing bridge. Klamath County officials also feel that repairs to the existing structure will not solve the basic problem of the inadequate clearance for passage of ice.

A complete rehabilitation of the existing structure is estimated to cost $181,000, including engineering and contingencies. This includes replacement of all of the existing timber pile bents with concrete wall-type bents supported on steel piling, driven to a satisfactory tip elevation.

If the existing timber piling could support the added load of a concrete wall-type encasement, the cost of rehabilitation would be around $90,000. As previously stated, this would not solve the basic deficiency of the multiple short span layout of the existing structure.

In view of the above discussion, we request your approval of our plan for replacement of the existing structure. The estimated replacement cost is $290,000, including an allowance for engineering and contingencies.

LLW:jrb
Enclosure
cc: E. S. Hunter
D. H. Moehring
D. D. Allen
D. R. Adams
Gary Potter

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

ATTN: John Hagedorn

DATE: July 9, 1982

DES 23
16616

ORIGINAL SIGNED
T. G. THOMPSON

FROM: T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT: Sycan River Bridge
Sycan River (Drews Road) Bridge
Drews Road (Co. 599)
Klamath County
BR 16616

Attached are four reduced prints of Drawings 37184 and 36843 which are the preliminary plan and elevation and vicinity map for the subject structure. We are in the process of requesting approval from the FHWA for this new structure rather than a reconstruction of the existing bridge.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 25,000
Structure	216,000
Engineering and Contingencies	48,200
TOTAL	$289,200

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office by July 16, 1982, stamped with the appropriate approval.

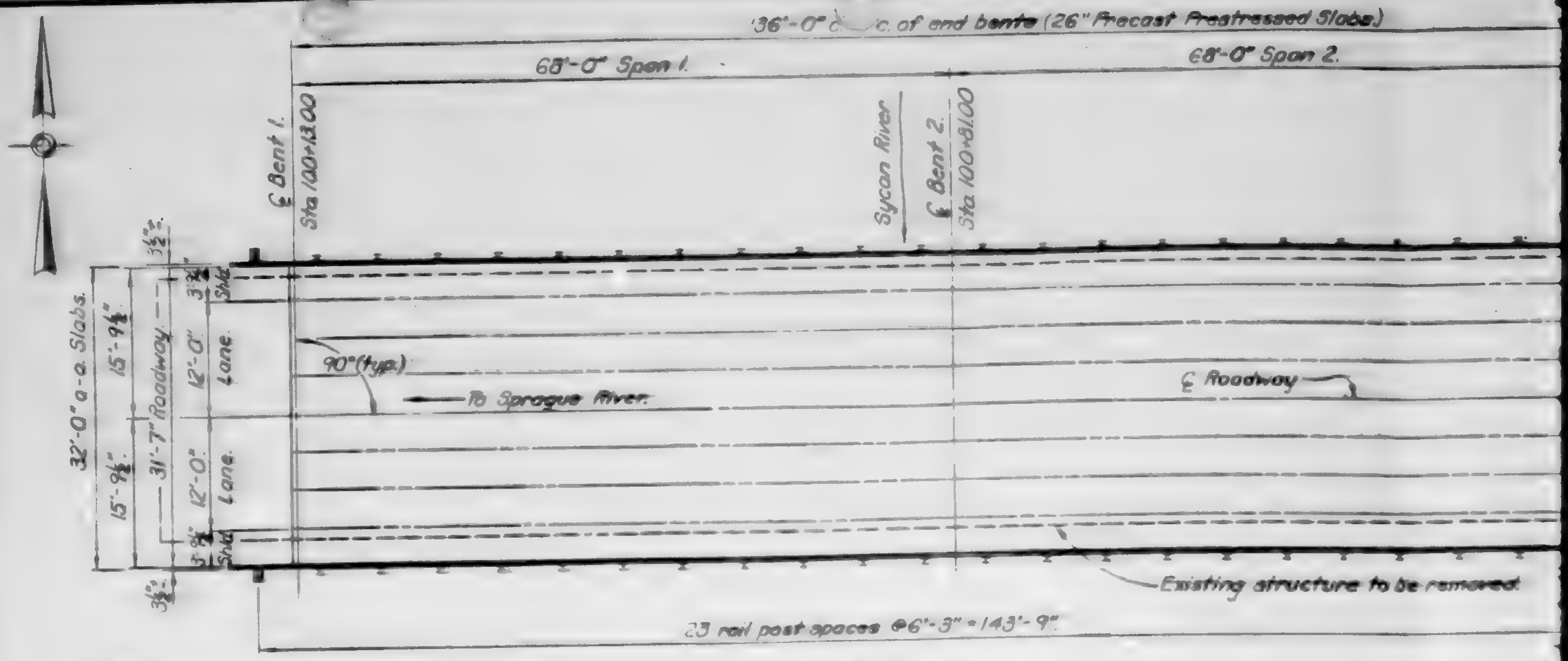
We plan to call for bids on this project on August 26, 1982.

SKS:jrb

Attachments

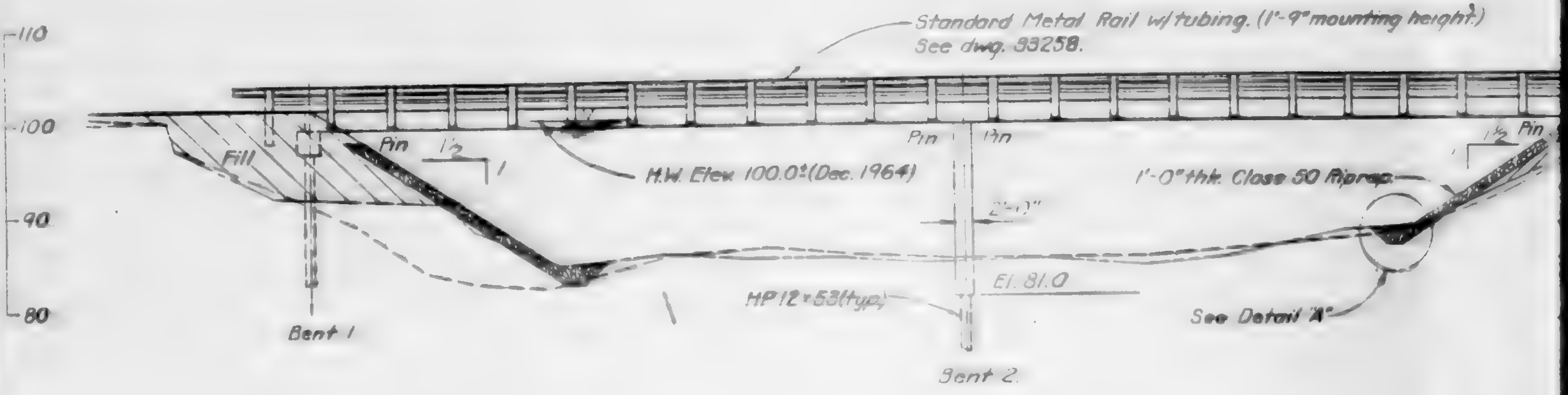
cc: Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

Contains
Recycled
Materials

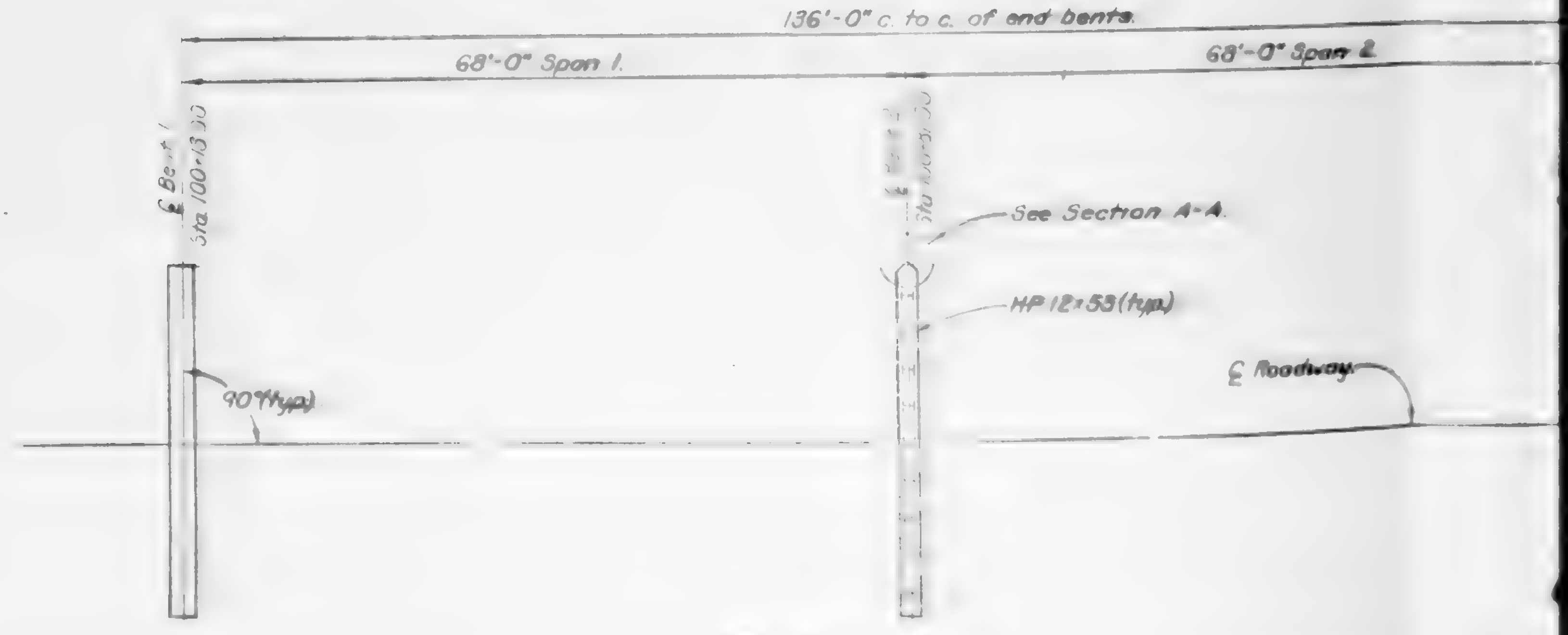

36'-0" c. c. of end bents (26" Precast Prestressed Slabs)
68'-0" Span 1.
68'-0" Span 2.
℄ Bent 1.
Sta 100+13.00
Sycan River
℄ Bent 2.
Sta 100+81.00
32'-0" o-o Slabs.
15'-9½"
15'-9½"
31'-7" Roadway.
3'-9½"
3'-9½"
3½"
3½"
3½"
Shld.
Lane.
12'-0"
Lane.
12'-0"
Shld.
90°(typ.)
To Sprague River.
℄ Roadway
Existing structure to be removed.
23 rail post spaces @6'-3" = 143'-9".

Note:
Elevations shown are based on an assumed datum.

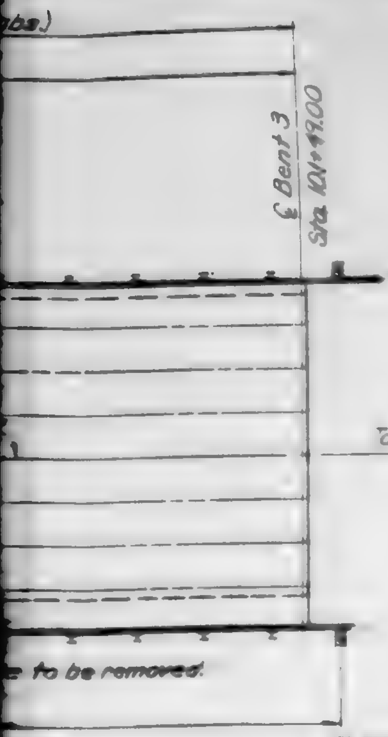
PLAN
Scale: 1" = 10'-0".

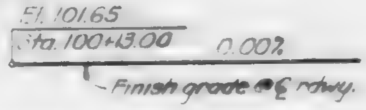

110
100
90
80
Standard Metal Rail w/tubing. (1'-9" mounting height.)
See dwg. 33258.
Fill
Pin
1½
1
Pin
Pin
H.W. Elev. 100.0±(Dec. 1964)
1'-0" thk. Class 50 Riprap.
1½
Pin
2'-0"
El. 81.0
HP 12×53(typ.)
See Detail "A"
Bent 1
Bent 2.

ELEVATION
ale 1" = 1'-0"


136'-0" c. to c. of end bents.
68'-0" Span 1.
68'-0" Span 2.
℄ Bent 1
Sta 100+13.00
℄ Bent 2
Sta 100+81.00
See Section A-A.
HP 12×53(typ.)
90°(typ.)
℄ Roadway.

FOOTING PLAN

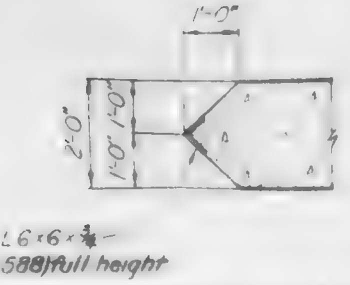

abs.)
℄ Bent 3
Sta. 101+13.00
To Beatty.
to be removed.


El. 101.65
Sta. 100+13.00
0.00%
Finish grade @ ℄ rdwy.

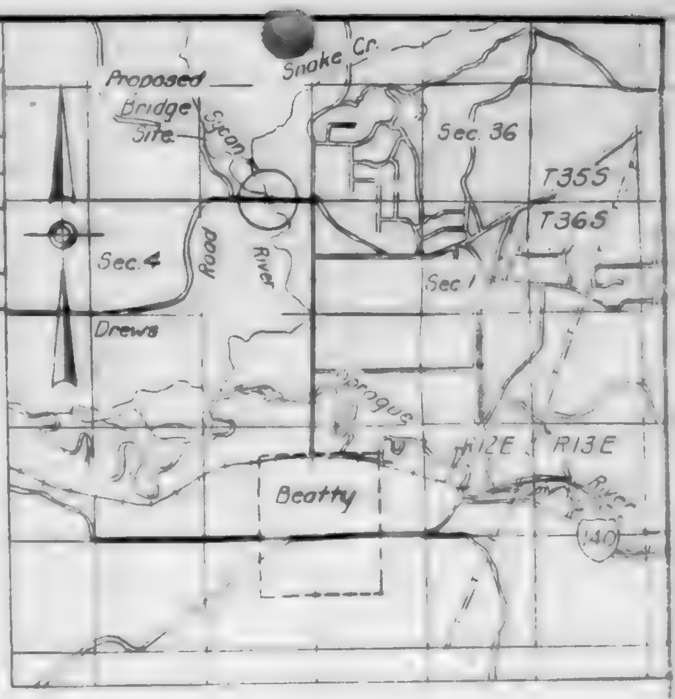
GRADELINE DIAGRAM
No Scale

YDRAULIC DATA

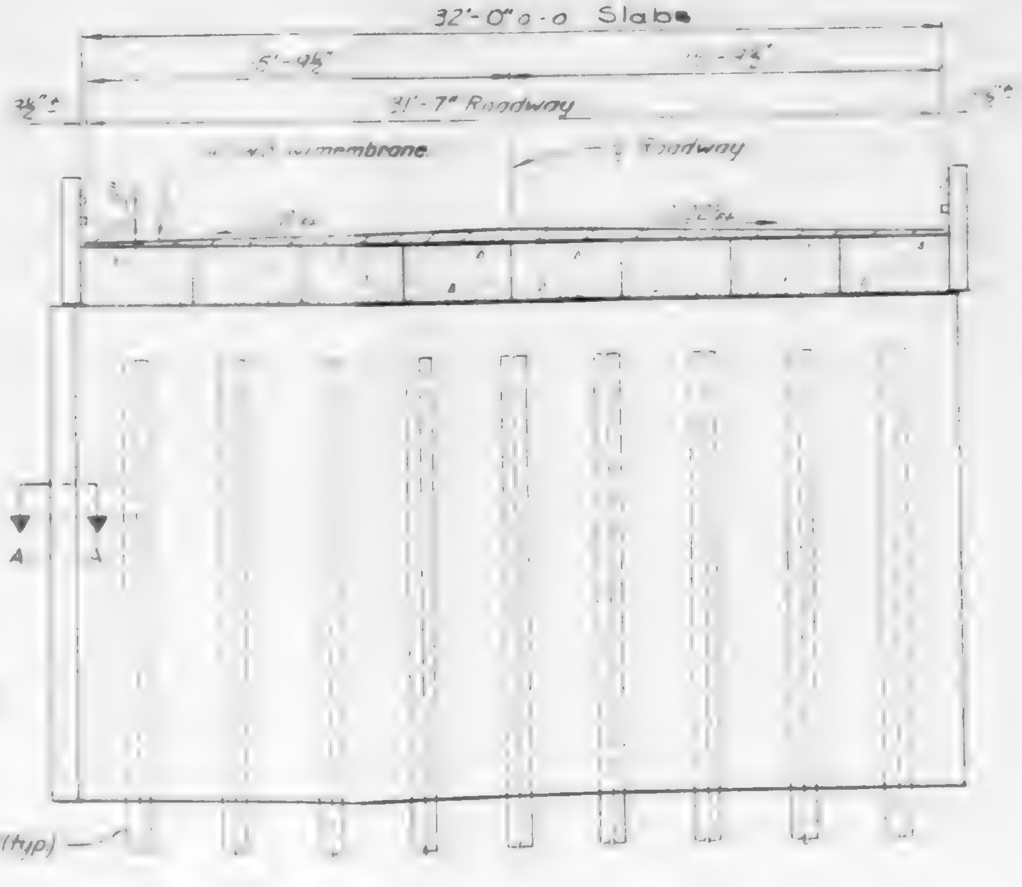
	Design Flood	Base Flood	Rdwy. Overflow Flood
Discharge-cfs.	4,490	7,700	5,730
Frequency-yrs.	25	100	35
H.W. Elevation (Natural Channel)	96.6	99.5	97.5
Average Velocity-fps.	4.1±	5.1±	4.3±

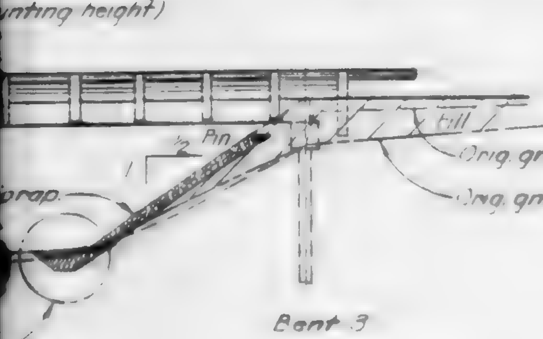

1'-0"
2'-0"
1'-0" 1'-0"
L6×6×⅜-
(A588) full height

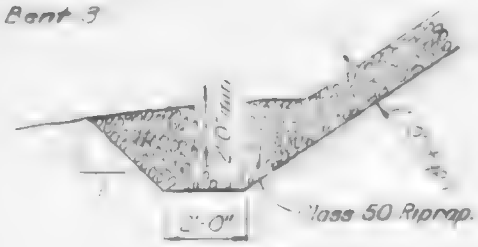
SECTION 4-4


Proposed Bridge Site
Snake Cr.
Sec. 36
T35S
T36S
Sec. 4
Road
River
Sec. 1
Drews
R12E R13E
Beatty
140

VICINITY MAP
No Scale


32'-0" o-o Slabs
31'-7" Roadway
℄ Roadway
membrane
A
A
HP 12×53 (typ)

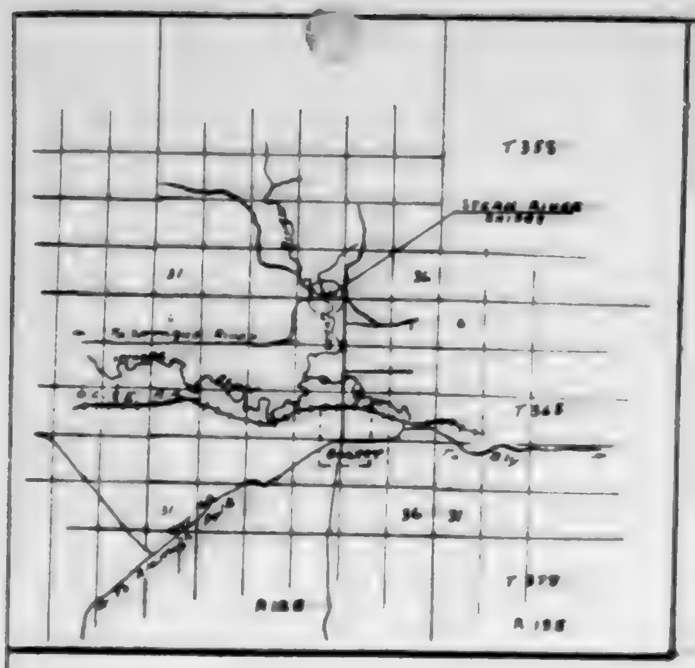

unting height)
Pin
Fill
Orig. gnd. @ 15' Lt.
Orig. gnd. @ 15' Rt.
rap
Bent 3

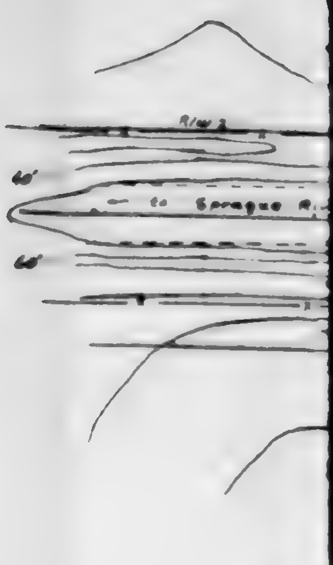

3'-0"
Class 50 Riprap

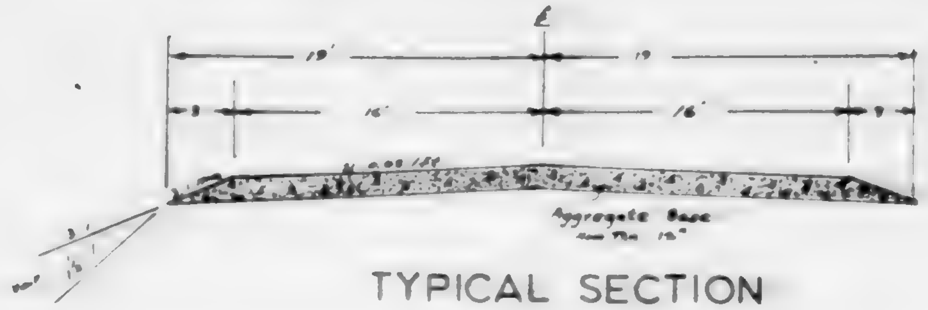
DETAIL "A"
Scale ⅛"=1'-0"

TYPICAL SECTION

APPROVED P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
P.E. TECHNICAL SERVICES ENGINEER	SYCAN RIVER (DREWS ROAD) BRIDGE SYCAN RIVER (DREWS ROAD) [illegible] DREWS ROAD — KLAMATH COUNTY
DESIGNED DRAWN CHECKED REVIEWED REVIEWED	PRELIMINARY PLAN AND ELEVATION
DATE REVISION	ACCOMPANIED BY DWGS.
	DATE [illegible] SHEET BRIDGE NO. 6616 DRAWING NO. [illegible]


T35S
Sprague River
T36S
T37S
R15E

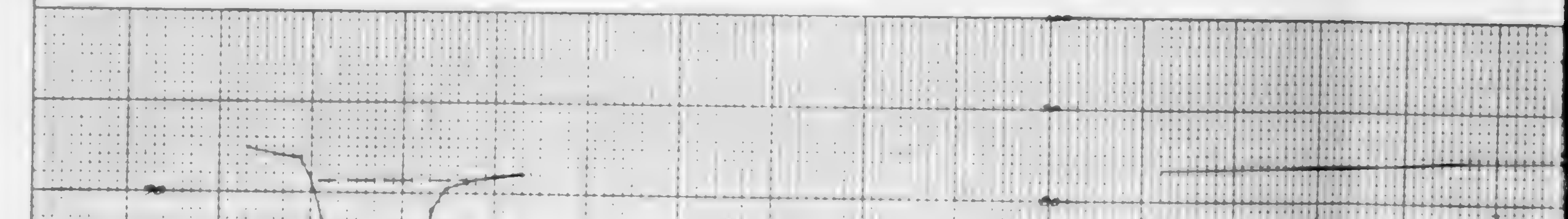

T.
60'
to Sprague R.
60'


℄
19'
19
16'
16'
Aggregate Base

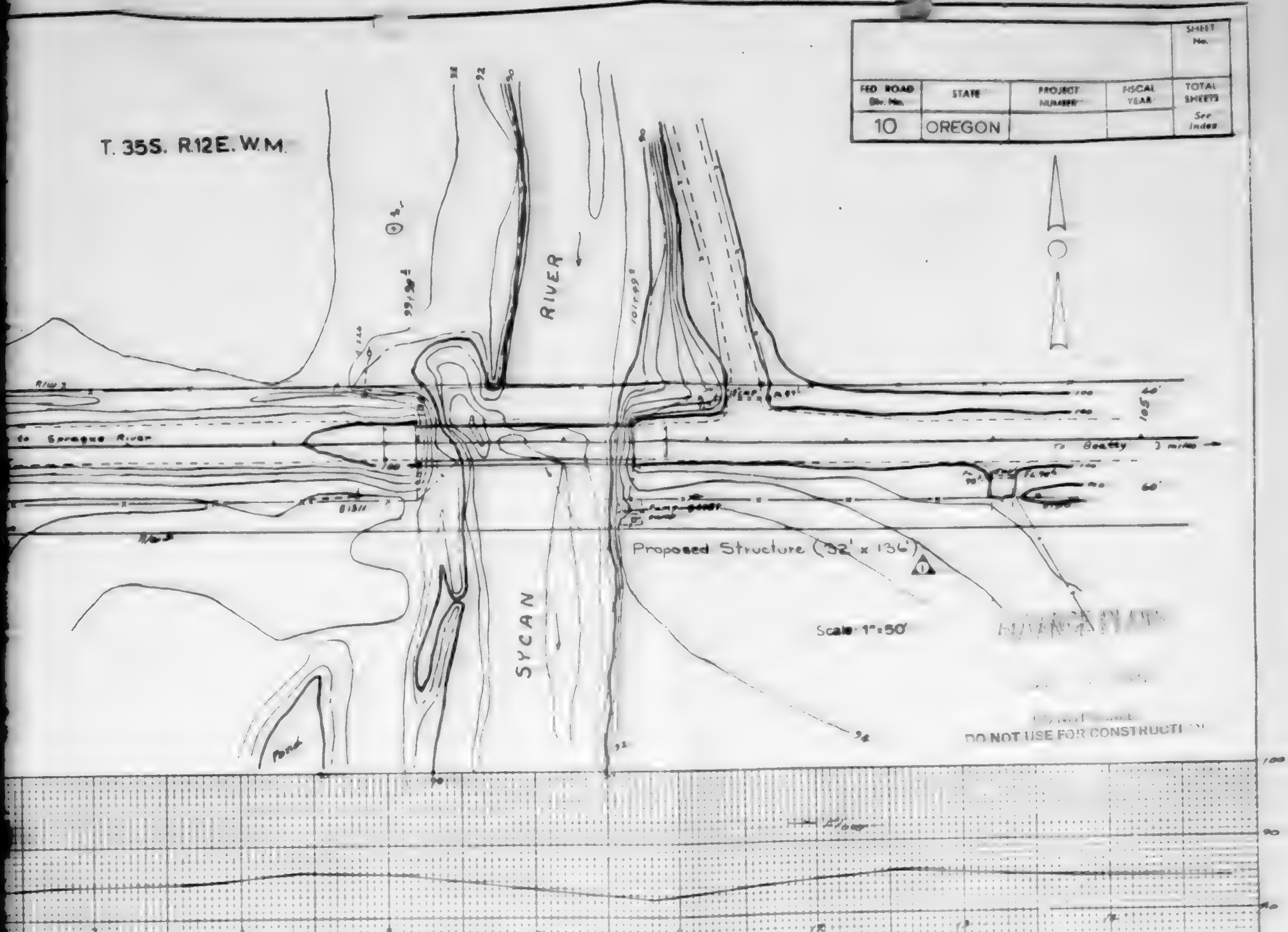
TYPICAL SECTION

(BY OTHERS)

No Scale


Upstream X - Section
X - Section
X - Section
Sta. 100+33.00
0.90%
Proposed Gradeline
97
98

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



T. 35S. R12E. W.M.
RIVER
SYCAN
R/W
to Sprague River
To Beatty 3 miles
Proposed Structure (32' x 136')
Scale 1"=50'
DO NOT USE FOR CONSTRUCTION
Pond
Flow
Streambed Profile
High Water
PROFILE
Fin. Grade & Rdwy.
Gradeline
Proposed Gradeline & Structure
98
99
100
101
102
103
104

OREGON STATE HIGHWAY DIVISION

VICINITY MAP & PROFILE

SYCAN RIVER BRIDGE

COUNTY ROAD NO. 599

KLAMATH COUNTY

PROJ. MAN. B. N. HATCHER DATE: MAY, 1982

LEVEL DATUM: ASSUMED

BR 16616 DWG

May [illegible], 1982

[illegible]

Karl Kessler
Director of Public Works
Klamath County
Vets Memorial Building
Klamath Falls, Oregon [illegible]

Dear Mr. Kessler:

We are in the preliminary engineering (PE) phase of the [illegible] River (Drews Road) Bridge replacement project in Klamath County.

As described in our Agreement No. [illegible] the County should now submit an advance deposit for the County's share of the preliminary engineering cost:

Estimated P.E. Cost	[illegible]
Less: Free Bridge Design to County	[illegible]
Basis for Computation of County Share	[illegible]

COUNTY SHARE: [illegible] of $20,200 = $4,040

Please submit your P.E. advance deposit in the amount of $4,040. You may use one of the three options for payment described on the attached sheet.

Very truly yours,

[illegible]
Program Control Engineer

[illegible]
Attachment

cc w/A [illegible] John [illegible], Region [illegible]
[illegible] - Please return completed [illegible]-7 when advance deposit is received.

6-9-82 $4,040
Rec'd Check from Klamath Co.
G

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: May 27, 1982

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: Sycan River (Drews Road) Bridge
Drews Road
Klamath County

The proposed project will replace an existing six-span, 151-foot long structure which was severely damaged by ice during the past winter. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The Sycan River is a north-south tributary of Sprague River and drains an area of approximately 568 square miles above the bridge site. The following stream gages were statistically analyzed using a Log-Pearson Type III distribution:

1) Gage 11-4990 (Sycan River near Beatty); twelve years of record (1912-1925); drainage area = 540 square miles.
2) Gage 11-4991 (Sycan River below Snake Creek - located 300 feet upstream from the bridge site); eight years of record (1974-1981); drainage area = 568 square miles.
3) Gage 11-4975 (Sprague River near Beatty); 35 years of record (1914-1918, 1920-1923, 1954-1980); drainage area = 513 square miles.

The recurrence interval vs. peak discharge relationship determined by the gage data analysis is listed below.

Recurrence Interval	Peak Discharge
100-year	7,700 cfs
50-year	6,270 cfs
25-year	4,990 cfs
10-year	3,510 cfs
5-year	2,520 cfs

K554
M-1
Hydr.

During the February 1982 highwater which damaged the bridge, the gage which is located 300 feet upstream of the bridge was not operating due to ice damage. However, the watermaster in Klamath Falls did measure a discharge of 4,170 cfs through the bridge opening on February 22, 1982. At the time of the measurement, the water surface elevation was 95.5 feet (assumed datum). It is estimated that the February 1982 highwater elevation of 98.0 feet shown on the vicinity map represents a discharge of approximately 6,200 cfs (50-year flood). Earl Kessler, Klamath County Engineer, stated that this flood overtopped the roadway west of the bridge as his maintenance forces had to replace some shoulder rock which washed out. Depth of water over the roadway was probably less than a foot deep as traffic was still able to use the roadway.

From Mr. Kessler's description of the December 1964 flood, the highwater elevation is estimated to have been 100.0± feet.

HYDRAULIC DESIGN

The 25-year flood of 4,990 cfs was chosen as the design flood. The estimated highwater elevation during this flood is 96.6 feet. During the 100-year flood, the estimated highwater elevation is 99.5 feet.

The existing bridge was analyzed and found to create a negligible amount of backwater during the 25-year design flood and approximately 0.2 feet of backwater during the 100-year flood. The roadway overtopping flood is estimated to have a recurrence interval of 35 years (5,730 cfs) at an elevation of 97.5 feet. The existing structure provides a gross waterway area of approximately 1,635 square feet below the bottom of the beams which are at elevation 99.0 feet.

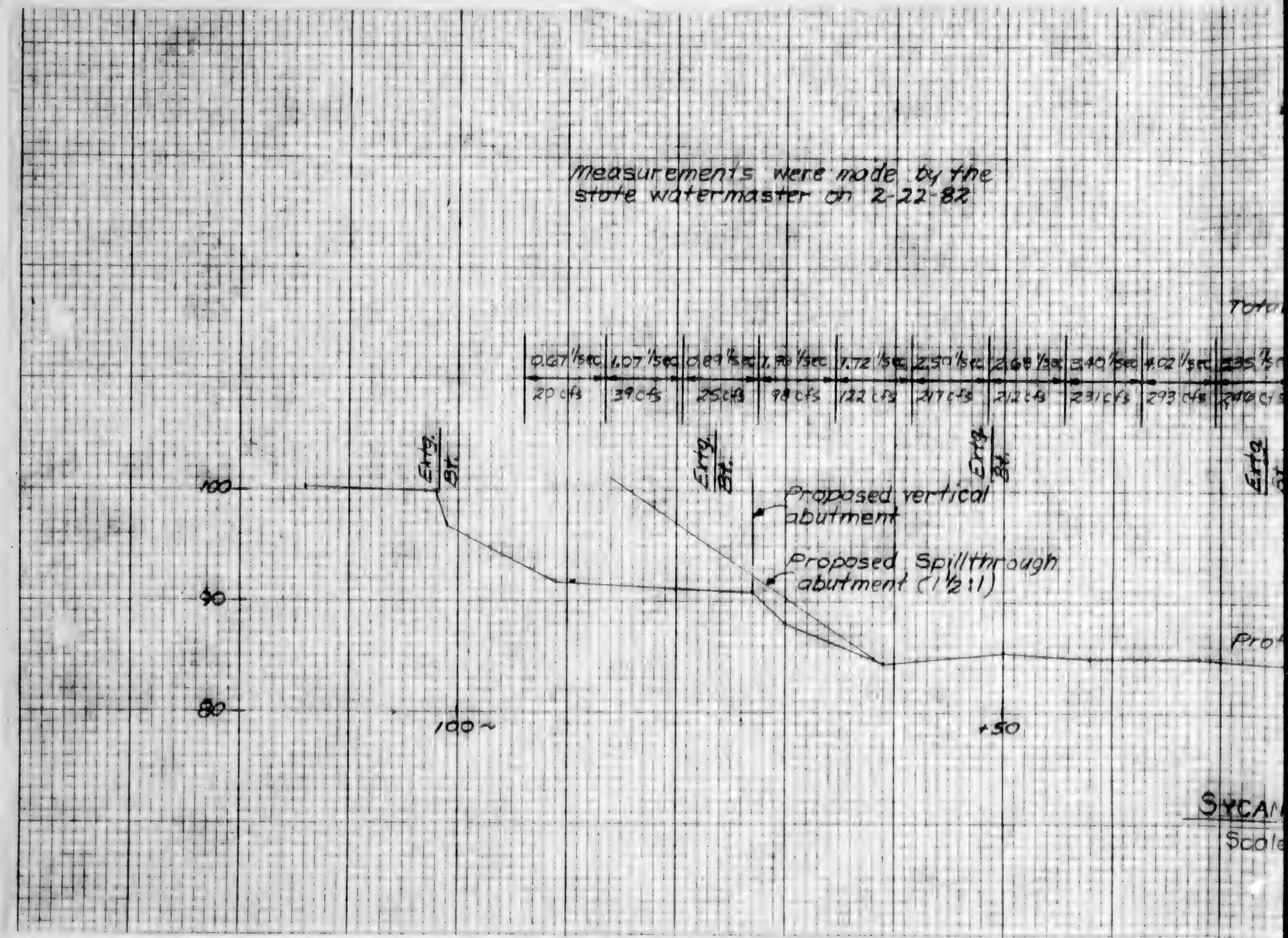
The attached cross section shows how the velocity and discharge vary through the bridge opening. The discharges and velocities shown were measured on the downstream side of the bridge by the state watermaster on February 22, 1982. The measurements show that the portion of existing bridge from stations 99+98 to 100+27 is carrying a small percentage of the total flow (2%) and can be eliminated with only a minor effect on the hydraulics of the crossing. Assuming vertical abutments results in a 123-foot long structure or a 135-foot long structure with spillthrough abutments. Either structure type provides a 1,500 square foot gross waterway area. It is suggested that the bottom of beam elevation be maintained at 99.0 feet. A negligible amount of backwater will be created during the design flood and approximately 0.3 feet of backwater will be created during the 100-year flood. The proposed shorter structure will have no effect on the frequency of roadway overflow which occurs now. The county engineer stated there are no plans to raise the grade and prevent the roadway from being overtopped.

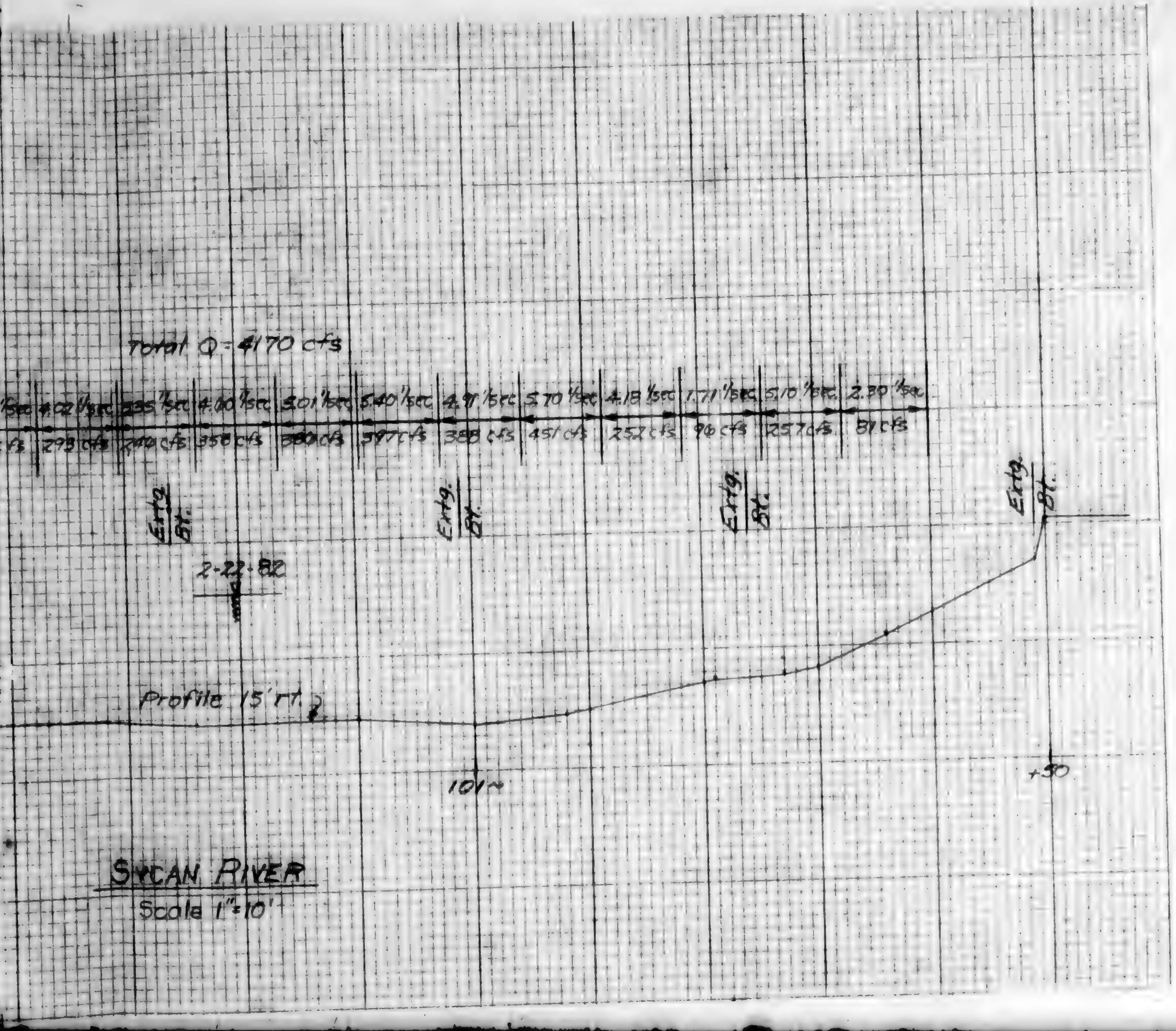
RIPRAP

It is suggested that the fresh embankment slopes on the westerly end of the structure be protected with a 12-inch blanket of class 50 loose riprap. If spillthrough abutments are used, the portion of the riprap protection through the bridge opening should have a toe trench. No filter blanket will be required. No protection will be required on the easterly end as it is already protected.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Dale Allen "
Don Adams "
Don Harwell "
Herb Schell, FHWA "


Measurements were made by the state watermaster on 2-22-82
Tota
0.67 '/sec
1.07 '/sec
0.89 '/sec
1.76 '/sec
1.72 '/sec
2.50 '/sec
2.68 '/sec
3.40 '/sec
4.02 '/sec
2.35 '/s
20 cfs
39 cfs
25 cfs
98 cfs
122 cfs
217 cfs
212 cfs
231 cfs
293 cfs
Extg. Bt.
Extg. Bt.
Extg. Bt.
Extg. Bt.
Proposed vertical abutment
Proposed Spillthrough abutment (1½:1)
Pro
100
90
80
100~
+50
SYCAM
Scale


Total Q = 4170 cfs
'/sec
4.02'/sec
2.35'/sec
4.00'/sec
5.01'/sec
5.40'/sec
4.97'/sec
5.70'/sec
4.18'/sec
1.71'/sec
5.10'/sec
2.30'/sec
cfs
293 cfs
240 cfs
350 cfs
380 cfs
397 cfs
388 cfs
451 cfs
252 cfs
96 cfs
257 cfs
81 cfs
Extg.
Bt.
2-22-82
Extg.
Bt.
Extg.
Bt.
Extg.
Bt.
Profile 15' rt.
101+
+50
SYCAN RIVER
Scale 1"=10'

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH.
EUGENE DIETZGEN CO.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	4,990	7,700	5,730	
	m^3/s				
Frequency —yrs.		25	100	35	
H.W. Elevation Natural Channel	ft.	96.6	99.5	97.5	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	4.1±	5.1±	4.3±	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Sycan River (Drews Road) Bridge
Drews Road
Klamath County

COMPILED BY: Dave Bryson

DATE: May 26, 19[illegible]

May 27, 1982

Board of County Commissioners
Klamath County
305 Main Street
Klamath Falls, OR 97601

AGR 4

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]

Gentleman or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a bridge replacement project on the Sycan River (Drews Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(4)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20078

2A. COUNTY NAME Klamath

6. TO
Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-5-82

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SYCAN RIVER (Drews Road) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work at a TEC of $29,200; Federal Funds $23,360.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5-4-82, this will confirm the advance approval date of 4-5-82 by Mr. Robert Hathaway of this office, as being in the public interest to proceed with all phases of preliminary engineering subject to the structure being included on the approved Bridge Replacement List. Structure has been approved with a S.R. of 28.8

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO
FOR

14. DATE 5-20-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Sycan River (Drews Road) Bridge #35C126

HIGHWAY NAME: Drews Road

HIGHWAY NUMBER: CR 599 (O.S.)

REGION: 4
ADMINISTRATIVE DISTRICT: 11
COUNTY: Klamath
CITY: ---

LENGTH: 150 ft.
MILEPOST NUMBER TO
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: Klamath County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Existing bridge was damaged (as per attached inspection report) by floating masses of ice in late February, 1982. The AOC selection committee and the Oregon Department of Transportation Commission have approved replacement of the bridge on an emergency basis.
The existing structure, 150 ft. long x 26.5 ft. wide (6-25 ft. spans) will be replaced with a bridge 150 ft. long x 32 ft. wide, with possibly 3 spans.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 5/12/82

REFERRED TO

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	0	2 - 2'
MEDIANS	No	No
PARKING LANES	No	No
SIDEWALKS	No	No
BIKEWAYS	No	Cost disproportionate to probable use.
INTERCHANGES	No	No
OTHER:	Exist. Bridge width 26.5' O to O	New Br. 32' out to out

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Sycan	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☒	☐	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Decleration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available 1959 Plans	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(1)	
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

FORM 734-17[illegible]

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

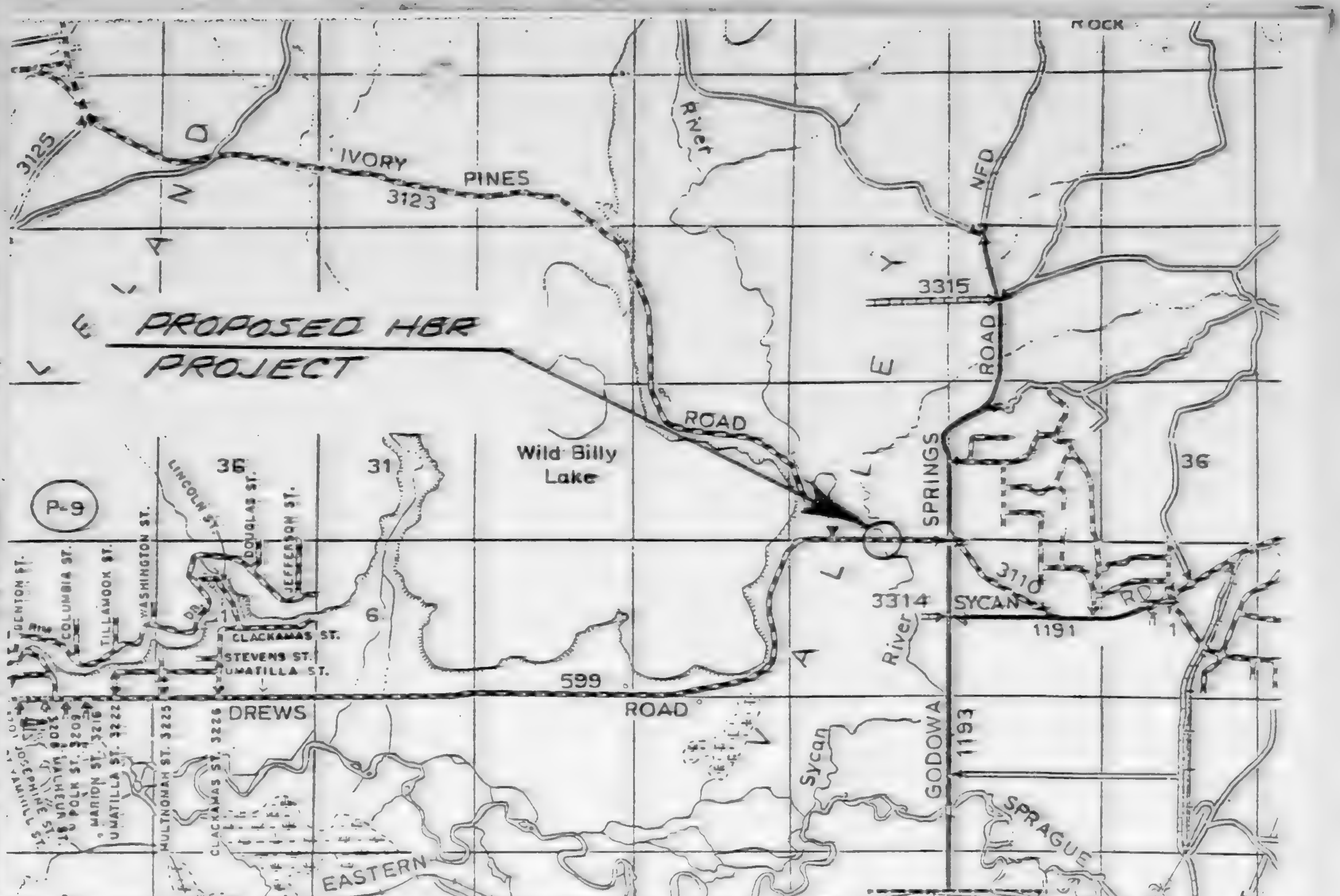
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000.	29,200
RIGHT OF WAY		
TRAFFIC CONTROL Incl. in structures	243,000.	
ILLUMINATION		
STRUCTURES includes old bridge removal.		246,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 40%	97,200.	99.000
PROJECT TOTAL	365,200.	374.200

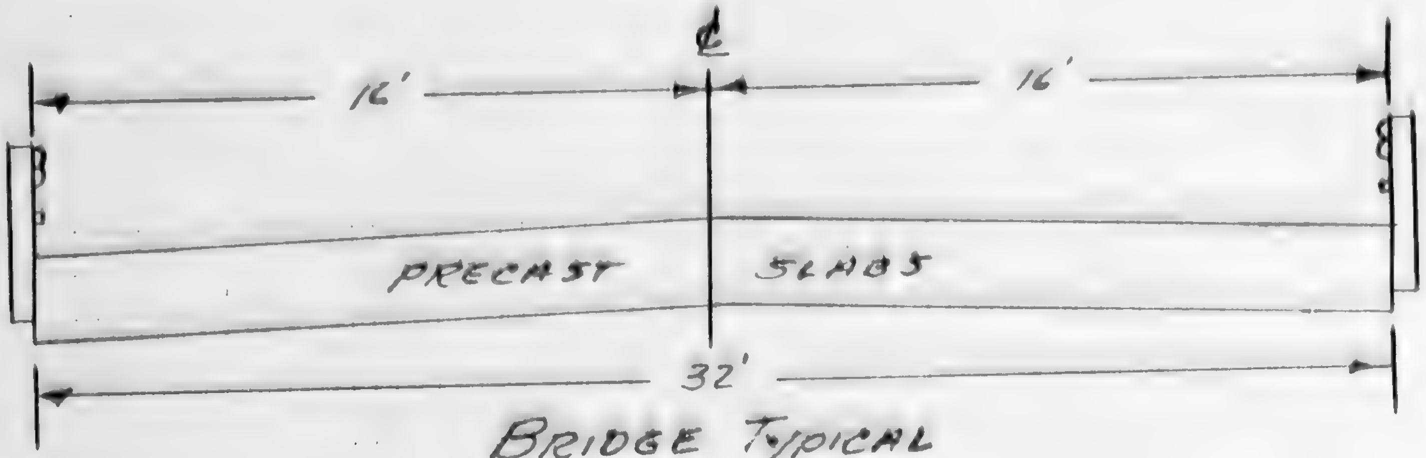
SUBMITTED BY

L. R. Hagedorn, Region Federal Aid Specialist

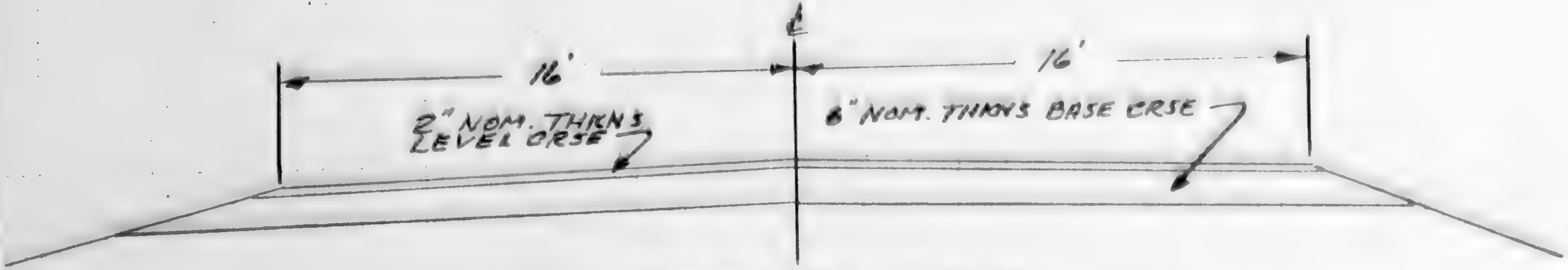

PROPOSED HBR PROJECT
ROCK
IVORY PINES
3123
3125
ROAD
River
NFD
3315
SPRINGS ROAD
Wild Billy Lake
36
31
P-9
LINCOLN ST.
DOUGLAS ST.
JEFFERSON ST.
WASHINGTON ST.
TILLAMOOK ST.
COLUMBIA ST.
BENTON ST.
CLACKAMAS ST.
STEVENS ST.
UMATILLA ST.
6
1
599
DREWS ROAD
3314
3110
SYCAN RD.
1191
Sycan River
GODOWA
1193
SPRAGUE
EASTERN RY.
Smokey L.
Spring Bu.
Bug Butte
859 ROAD
MULTNOMAH ST. 3225
CLACKAMAS ST. 3226
UMATILLA ST. 3222
MARION ST. 3216
POLK ST. 3209
KLAMATH FALLS
Davis
3472
Hill
BEATTY
RD.
48
Beatty Gap
BEATTY DUMP
1194
3469
3492
36
31
36

Sycan River (Drews Rd.) Br. #35C126
Drews Road #599
Klamath County
April, 1982

TYPICAL SECTIONS


℄
16'
16'
PRECAST SLABS
32'

BRIDGE TYPICAL


℄
16'
16'
2" NOM. THKNS LEVEL CRSE
6" NOM. THKNS BASE CRSE

BRIDGE APPROACHES
(Flare to accommodate G-rail ends &
taper to existing 24 ft. topwidth in 50 ft.)

SYCAN RIVER (DREWS RD.) BR #35C126
DREWS COUNTY RD. #599 (O.S.)
KLAMATH COUNTY
APRIL, 1982
J.R. HAGEDORN

Sycan River Bridge
County Road #599 (Drews Rd.)

Klamath County
May 1982

LOCATION NARRATIVE REPORT

This survey was a rush job in order to get this structure on the letting schedule as soon as possible. The site is located about three miles north of Beatty. This bridge was severely damaged by high water and floating ice during the past winter and is currently closed to all traffic.

The centerline alignment was determined by splitting the width of the existing bridge (exclusive of sidewalk and curbing). Near each end of the bridge, this alignment was projected back and ahead on the existing roadway. A station of 100+00 was assumed on a point at the westerly end, established by such splitting operation.

The levels were established by setting a temporary bench mark and assuming an elevation of 100.00 on it.

This project will consist of removing the old bridge and replacing it with a new structure.

The existing structure is 150.8 feet long by 28 feet wide. The width includes a 3-foot sidewalk, a 24-foot travel way, and a one-foot curb. The substructure consists of six timber bents. The superstructure is a cast-in-place concrete deck (R.C.D.G.).

The County desires the new structure to be 32 feet wide by 150.8 feet long. This will consist of three 50-foot 3-inch precast slab spans and the substructure so required. No sidewalk or curb will be required. This may be modified by the Hydraulic Section to a 135-foot by 32-foot structure consisting of 67.5-foot precast slabs.

One alternative to replacing this structure may be to replace the damaged piling on the existing structure. This would be cheaper and faster; however, the same problem could reoccur. A three-span structure would be better to pass the ice floes.

The local residents are very anxious to have this structure repaired or replaced as it is a great inconvenience to them.

The horizontal alignment is tangent. The vertical alignment has a maximum of 1-percent grade. The new structure can probably be placed on the same grade and elevation as the existing structure. Present vertical clearance is adequate.

This project will have federal funding. There will be no public recreation areas or historical sites involved.

Any grading and surfacing will be done by Klamath County forces. Contract work should include backfilling the abutments out to the point where heavy equipment can work.

Guard rail with channel will be required on the structure. The County also desires to have membrane waterproofing and an A.C. wearing surface placed on the deck.

The existing right of way of 40 feet north and 60 feet south of the existing road centerline will be sufficient for construction.

The existing riprap protecting the fills at each end of the existing bridge can be salvaged if disturbed and will be adequate for the new structure. The streambank upstream on the east side has noticeable erosion and should be protected with class 100 riprap. An item for this is shown in the estimate. Some channel work may be required on the west side upstream in order to relieve the sharp bend in the river there. Permits of entry or construction easements would be necessary to do this work. A possible riprap source would be a State-owned quarry south of Bly. This would be about a 15-mile haul. Another is a Forest Service quarry site near Sprague River that is scheduled to be opened later this year. This is a longer haul (20 miles or more) and getting a use permit may be difficult.

Concrete and A.C. can come from commercial sources in Klamath Falls.

Traffic control should not be a problem as the road is currently closed to through traffic. Existing County signing and barricades may be adequate, or we may wish to use our own standard system. Items are included in the estimate for such.

Depending on river flow, the County may place a temporary detour adjacent to the existing structure. This will affect the temporary signing.

On the west end of the bridge, there is a power line crossing. This is located approximately 30 feet from the structure. This line will probably be in the way of cranes and pile drivers working on the new structure. This power line goes to the irrigation pump and household of the property owner northeast of the bridge location. A temporary service hookup may be required.

B. N. Hatcher

B. N. Hatcher, Project Manager
May 11, 1982

NOTE : A good source for additional information desired would be :
Earl Kessler
Klamath County Engineer
Ph. 882 - 2501

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2

SECTION Sycan River Bridge UNIT

HIGHWAY Klamath County Road # 599 COUNTY Klamath PREFIX 218 - 1974

LENGTH 150 Ft. COMPUTATIONS BY D. Berg DATE 5/10/82

ROADWORK		$ 18,924
STRUCTURES:		
New Structure	$ 225,000	
Bridge Removal	$ 17,857	
Engr. & Cont.	$ 97,143	
	$	
TOTAL STRUCTURES		$ 340,000
ADDITIONAL ANTICIPATED ITEMS		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL ADDITIONAL ANTICIPATED ITEMS		$
TOTAL		$ 358,924
____% ENGINEERING AND CONTINGENCIES		$
RIGHT OF WAY		$
TOTAL ESTIMATED COSTS		$ 358,924

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2

ECTION Sycan River Bridge
Unit
IGHWAY Klamath County Road # 599
County Klamath
Prefix218 - 1974
ENGTH 150 Feet
COMPUTATIONS BY D. Berg
Date 5/10/82

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amou
Mobilization	L.S.	100				1720
Temp. Prot. & Dir. of Traffic	L.S.	100				820
Temporary Signs	Sq. Ft.	64			6.00	384
Temp. Cont. Rail, Traffic Barrie	Lin. Ft	50			14.00	700
Class 100 Rip Rap	Cu. Yd	225			20.00	4500
Asphalt Membrane	Sq. Yd	540			15.00	8100
Class B./C Asphalt Conc.	Ton	60			45.00	2700

1542

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 3.0 mi. N/Beatty "Sycan Riv. (Drews Rd.) Br. Sec."	117	20078	BROS-1800(4)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

Klamath (035)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 11 Cl. Ho. ..... Exempt ___ Date Approved See (2) No Reply ___

Project Environmental ~~Assessments~~ Actions: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Non functioning clearinghouse.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 29,200
80%	FF	$ 23,360
	STATE	$ 1,800
	Co.	$ 4,040.00

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

BR. No. 35C126

JLG:bkc

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Sufficiency rating of existing structure is ____.
3) I request confirmation of Mr. Hathaway's advance authorization to proceed with the work as of April 5, 1982 granted because of the emergency nature of the project.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5/4/82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

XC: GENERAL FILES

Form E-39 (Rev. 9-71)

25-12

(SRB 0001)

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section Sycan River (Drews Road) Bridge #35C126

Date April 20, 1982

Highway Drews County Road #599 (O.S.)

Authorization No. 1

County Klamath #18

Survey Prefix 218-1974 (Assigned by Salem office)

Description of termini, route, length, etc.:

On Drews Road, approximately 0.4 mile west of Godowa Springs Road (County Road). The intersection of Drews Road and Godowa Springs Road is 3.0 mile due north of the Klamath Falls-Lakeview Highway, M.P. 40.78, at the town of Beatty.

Proposed:

Replace existing 150' x 26.5' ice-damaged bridge with a new precast slab structure, approximately 150 ft. long x 32 ft. wide.

Purpose of survey:

Prepare plans, specifications and cost estimate for an HBR project.

		Estimate of Co
Field Survey	(901)	8,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2500
Bridge Design	927 ~~(906)~~	9000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	1000
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1500
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2000
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv (Eng)	(922)	100

$29,200
9000 F. Br. Des.
20,200
20%
$4040 PE Adj.
[illegible]

[illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 29 1982
LOCATION SECTION

Total estimated cost of survey $ 29,200

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by: J. R. Haydon
Field Engineer

Recommended for Approval: Ralph Allen
Regional Engineer

Recommended for Approval: George C. Wells
Location Engineer

Approved:
Assistant State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: D. E. Swan
Operations Programming Engineer
Project Management

DATE: April 20, 1982

FROM: JRHagedorn
J. R. Hagedorn
Region Federal Aid Specialist

Ken [illegible]

SUBJECT: Proposed HBR Project
Sycan River (Drews Road) Bridge #35C126
Drews County Road #599 (O.S.)
Klamath County

This project is an HBR emergency replacement, approved by the AOC selection committee and also approved by the Oregon Department of Transportation Commission, April 20, 1982.

County will provide a detour if necessary. They will also construct the approaches.

No additional right-of-way is required, therefore the Statewide Assessment is in order.

The County requests the free bridge design, and that the new bridge have as few spans as possible due to future ice flows.

Region P.E. costs:

Field Survey (901)	$8,000.
Foundation Exploration(926)	4,000.

Total estimated P.E. $25,000.

218-1974

Agreement to typist 4-30-82
mcH

JRH:pw

Enclosures

FEDERAL AID PROJECT REQUEST

Date: 4/9/82

Applicant Agency Klamath County

Request for: Off System X , FAS-C ______, FAUS ______, Project HBR

Federal Aid Route No. ______ Route Name Drews Road #599

Project Name Sycan River (Drews Road) Bridge #35C126

Project Length 150 ft. Project Location (attach sketch map)

Project Description Replace ice damage bridge (26'W x 150'L) with new 2 or 3 span concrete slab structure

Average Daily Traffic 150 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

   Width ______ Travel Lanes ______ Shoulders ______

   Medians ______ Parking ______

   Sidewalks ______

   Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)

   Width ______ Travel Lanes ______ Shoulders ______

   Medians ______ Parking ______

   Curbed ______ Length Curb Radii ______

   Sidewalk/Bikeway ______

   Remarks ______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

   Yes ______ No X

3. Will additional right-of-way be needed? Yes ______ No X

   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No ______

   Remarks ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

   None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None-gravel road

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approx. 3 mi. North of Beatty, 0.4 mi. West of Godowa Springs Road.

Type Conc. deck integral w/conc. stringers timber piles and caps

Approach Roadway Width 24' Shoulder Width 0

Length 150' Width 26' 6" out to out

To remain in place? No

2. Proposed Structure:

Location Same as above

Approximate Size: Length 140' - 150' Width 32' out to out

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No ✓

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Earl Kessler Office
2. Environmental	Earl Kessler Office
3. Public Hearing	Earl Kessler Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:
Applicant ______ State X ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X ______ No ______
If "yes" describe briefly: County will re-construct approaches over and above structural excavation backfill.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ --
Right-of-Way costs (if participating)	--
Traffic Control	--
Illumination	--
Structures	225,000.
~~Railroad~~ Exist. Bridge removal	18,000.
Other Construction Engrg. & contingencies 40%	97,200.
Preliminary engineering	25,000.
PROJECT TOTAL	$ 365,200.

Remarks County to construct detour if timing dictates.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Klamath COUNTY

BY: ______ BY: Floyd L. Wynne
BY: ______ BY: Alvin A. Cheyne
BY: Dell Kuonen

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: D. E. Swan
Operations Programming Engineer
Project Management

DATE: April 20, 1982

FROM: JR Hagedorn
J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT:
Proposed HBR Project
Sycan River (Drews Road) Bridge #35C126
Drews County Road #599 (O.S.)
Klamath County

This project is an HBR emergency replacement, approved by the AOC selection committee and also approved by the Oregon Department of Transportation Commission, April 20, 1982.

County will provide a detour if necessary. They will also construct the approaches.

No additional right-of-way is required, therefore the Statewide Assessment is in order.

The County requests the free bridge design, and that the new bridge have as few spans as possible due to future ice flows.

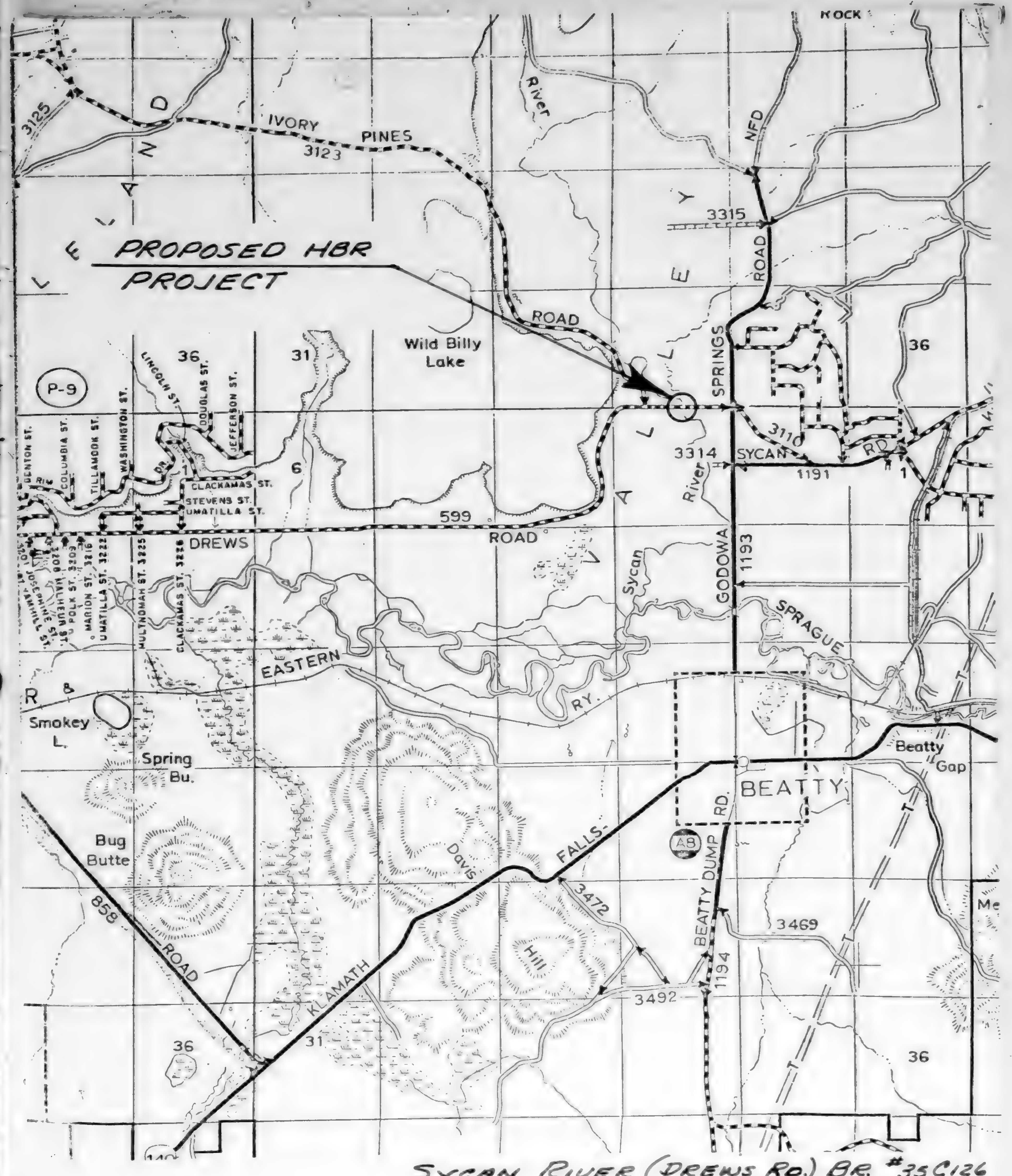
Region P.E. costs:

Field Survey (901)	$8,000.
Foundation Exploration(926)	4,000.
Total estimated P.E.	$25,000.

D. E. Swan - Please program & Update PMS.
cc w/attachment:
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
F. Lowe
Region 4:
John Hagedorn

JRH:pw

Enclosures


PROPOSED HBR PROJECT
ROCK
IVORY PINES 3123
3125
ROAD
Wild Billy Lake
River
NFD
3315
SPRINGS ROAD
GODOWA
3314
SYCAN
3110
RD
1191
1193
36
31
6
1
P-9
LINCOLN ST.
DOUGLAS ST.
JEFFERSON ST.
DENTON ST.
COLUMBIA ST.
TILLAMOOK ST.
WASHINGTON ST.
CLACKAMAS ST.
STEVENS ST.
UMATILLA ST.
599
DREWS ROAD
MARION ST. 3216
POLK ST. 3309
UMATILLA ST. 3222
MULTNOMAH ST. 3225
CLACKAMAS ST. 3226
Sycan River
SPRAGUE
EASTERN
R &
RY.
Smokey L.
Spring Bu.
Bug Butte
BEATTY
Beatty Gap
A8
BEATTY DUMP RD.
1194
3469
3472
3492
Davis Hill
KLAMATH FALLS-
858 ROAD
31
36
Me
V E L A N D
V A L L E Y

Sycan River (Drews Rd.) Br. #35C126
Drens Road #599
Klamath County
April, 1982

EDERAL AID PROJECT REQUEST

Date: 4/9/82

Applicant Agency Klamath County
Request for: Off System X, FAS-C ______, FAUS ______, Project HBR
Federal Aid Route No. ______ Route Name Drews Road #599
Project Name Sycan River (Drews Road) Bridge #35C126

Project Length 150 ft. Project Location (attach sketch map)
Project Description Replace ice damage bridge (26'W x 150'L) with new 2 or 3 span concrete slab structure

Average Daily Traffic 150 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______
Medians ______ Parking ______
Sidewalks ______
Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______
Medians ______ Parking ______
Curbed ______ Length Curb Radii ______
Sidewalk/Bikeway ______
Remarks ______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ______ No X

3. Will additional right-of-way be needed? Yes ______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No ______

Remarks ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None-gravel road

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approx. 3 mi.North of Beatty, 0.4 mi.West of Godowa Springs Road.

Type Conc. deck integral w/conc. stringers timber piles and caps

Approach Roadway Width 24' Shoulder Width 0

Length 150' Width 26' 6" out to out

To remain in place? No

2. Proposed Structure:

Location Same as above

Approximate Size: Length 140' - 150' Width 32' out to out

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No ✓

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Earl Kessler Office
2. Environmental	Earl Kessler Office
3. Public Hearing	Earl Kessler Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:
Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes" describe briefly: County will re-construct approaches over and above structural excavation backfill.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ --
Right-of-Way costs (if participating)	--
Traffic Control	--
Illumination	--
Structures	225,000.
~~Railroad~~ Exist. Bridge removal	18,000.
Other Construction Engrg. & contingencies 40%	97,200.
Preliminary engineering	25,000.
PROJECT TOTAL	$ 365,200.

Remarks County to construct detour if timing dictates.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Klamath COUNTY

BY: ______
BY: ______

BY: Floyd L. Wynne
BY: Alvin A. Payne
BY: Nell Kuonen

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sycan River (Drews Road) Bridge #35C126

Highway Drews County Road #599 (O.S.)

County Klamath

Date April 20, 1982

Authorization No. 1

Survey Prefix ______ (Assigned by Salem office)

Description of termini, route, length, etc.:

On Drews Road, approximately 0.4 mile west of Godowa Springs Road (County Road). The intersection of Drews Road and Godowa Springs Road is 3.0 mile due north of the Klamath Falls-Lakeview Highway, M.P. 40.78, at the town of Beatty.

Proposed:

Replace existing 150' x 26.5' ice-damaged bridge with a new precast slab structure, approximately 150 ft. long x 32 ft. wide.

Purpose of survey:

Prepare plans, specifications and cost estimate for an HBR project.

		Estimate of Cos
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $______

Previous authorization . . . . ______

Additional authorization requested . . . . ______

Additional authorization approved (Salem) . ______

Total all authorizations approved (Salem). . . ______

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

______ Field Engineer

Recommended for Approval:

Ralph Allen
Regional Engineer

Recommended for Approval:

______ Location Engineer

Approved:

______ Assistant State Highway Engineer

SP*23604-734

DRAFT

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: April 19, 1982
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Sycan River (Drews Road) Bridge #35C126

HIGHWAY NAME: Drews Road
HIGHWAY NUMBER: CR 599 (O.S.)

REGION 4	ADMINISTRATIVE DISTRICT 11	COUNTY Klamath	CITY ---

LENGTH: 150 ft.
MILEPOST NUMBER: TO
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: Klamath County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Existing bridge was damaged (as per attached inspection report) by floating masses of ice in late February, 1982. The AOC selection committee and the Oregon Department of Transportation Commission have approved replacement of the bridge on an emergency basis.

The existing structure, 150 ft. long x 26.5 ft long (7-25 ft. spans) will be replaced with a bridge 150 ft. long x 32 ft. wide, with possibly 3 spans.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 150
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	0	2 - 2'
MEDIANS	No	No
PARKING LANES	No	No
SIDEWALKS	No	No
BIKEWAYS	No	No
INTERCHANGES	No	No
OTHER:	Exist. Bridge width 26.5' 0 to 0	New Br. 32' out to out

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Sycan	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☒	☐	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available 1959 Plans	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	1	
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000.	
RIGHT OF WAY		
TRAFFIC CONTROL Incl. in structures	243,000.	
ILLUMINATION		
STRUCTURES includes old bridge removal.		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 49%	97,200.	
PROJECT TOTAL	365,200.	

SUBMITTED BY
J. R. Hagedorn, Region Federal Aid Specialist

BRIDGE INSPECTION REPORT
OREGON STATE HIGHWAY DIVISION

BRIDGE NO 35C126

BRIDGE TYPE 6-25' Conc Girder and Conc Deck spans on Treated Timber Piles and Caps
NAME Drews Road (Sycan River)
CROSSING (OVER, ~~UNDER~~) Sycan
COUNTY Klamath
DISTRICT 11
YEAR BUILT 1959
A.C. (in.) 2"
DATE 3-9-82
(STATE, FAS, FAU, [✓ OS]) HWY. NO. 599
INSP. FREQ. 3
MILE POST 13.10
INSPECTORS' SIGNATURES Wayne Coder

AR = As Repaired
OM - Original Member

OBSERVATIONS

(Rating Guide on back of sheet)

SUBSTRUCTURE (60)			Condition Rating AR	OM
1.	END BENTS	Caps Timber	8	
		Piles Timber	8	
		Footings	\	
		Footing Piles	\	
		~~Backwalls~~, Bulkheads	8	
		Wings	\	
2.	INTERIOR PIERS OR BENTS	Caps	8	
		Columns, Posts	\	
		Footings	\	
		Footing Piles	\	
		Piles	2	
		Bracing	2	
3 Debris on Seats			8	
4 Paint			\	
5 Collision Damage			2	
6 Scour			8	
7 Settlement (Footing or Piling)			8	
INSPECTOR'S CONDITION RATING (60)			2	
CHANNEL & CHAN. PROTECT. (61)				
1 Channel Scour			8	
2 Embankment Erosion			8	
3 Drift			8	
4 Vegetation			8	
5 Channel Change			8	
6 Fender System			\	
7 Spur Dikes & Jetties			\	
8 Riprap			8	
9 Adequacy of Opening			2	
INSPECTOR'S CONDITION RATING (61)			2	

SUPERSTRUCTURE (59)		Condition Rating AR	OM
1. Stringers		\	
2. Girder ~~or Beams~~ Conc.		6	
3. Floor beams		\	
4. TRUSSES	Chords	\	
	Web Members	\	
	Portals	\	
	Bracing	\	
5. Diaphragms, ~~Bridging~~ Conc.		6	
6. Bearing Devices slip plates		8	
7. Paint		\	
8. ~~Rivets or~~ Bolts		8	
9. Welds		\	
10. Collision Damage		6	
11. Deflection under Load		3	
12. Alignment of Members		3	
13. Vibrations under Load		3	
14. Machinery (Movable Spans)		\	
INSPECTOR'S CONDITION RATING (59)		6	
CULVERTS & RETAIN. WALLS (62)			
1. Barrel or Wall	Concrete	\	
	Steel		
	Timber		
2. Headwall & Parapet			
3. Aprons			
4. Wingwalls			
5. Adequacy			
6 Debris			
INSPECTOR'S CONDITION RATING (62)		\	

DECK (58)	Condition Rating
1. Deck — Structural Condition	8
2. Wearing Surface 2" A.C.	8
3. Deck Joints	8
4. Curbs, ~~Felloe Guards~~ Conc.	7
5. Sidewalks Rt. side	8
6. Parapet, Concrete Barrier	\
7. Railing, Posts Metal	8
8. Median Barrier, Railing	\
9. Paint	\
10. ~~Drains~~ Scuppers	8
11 Lighting Standards	\
12. Utilities	\
13. Vibrations in Deck	8
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (55)	
1. Pavement & Embankment	\
2. Shoulder Embankment	
3 Relief Joints	
4. Approach Slab	
5. Guardrail	
INSPECTOR'S CONDITION RATING (65)	\
SAFETY FEATURES (36)	
APPR. ALINE. (72)	
SIGNING	
1. Posted ~~Loading~~ Bridge Closed	8
2 Legibility	8
3 Visibility	8
INSPECTOR'S CONDITION RATING	8

REMARKS (Key-in to item and number above)

58-4 The Lt. (North) curb is cracked and has spalled at Bents 3 and 4. 59-2, 5-6, -11, & 13 The Lt. side (North) of the bridge at Bent 4 is approx. 6" to 10" out of vertical alignment due to the missing and broken piles. At Bt. 4. there are cracks in the conc. at the ends of the girders where they connect to the support diaphrams. 60-2 & 5 During the last high water large chunks of Ice built up against the piles at Bts. 4, 5, 6. This pressure sheared the Lt. 2 piles at Bt. 4 and the Lt. pile at Bents 5 and 6. It they broke or cracked the 3Rd pile at Bt. 4 and ~~[illegible]~~ the second pile at Bent 6. It broke the bracing at Bt. 4 and Damaged the remaining piles in Bents 4, 5, 6. (The Bents Have ONly 4 Piles each)

(OVER)

MAINTENANCE RECOMMENDATIONS

PRIOR.	ITEM	COSTS ESTIMATED	COSTS ACTUAL	REPAIRS COMPLETE

REMARKS (continued)

61-9 The 25' of opening between pile bents was not large enough to allow the large Ice chunks to pass through

Condition Rating Guide

1. Primary Ratings (Load Carrying Members)

Rating	Condition	Defects	Service Level	Action Required
8, 9	Good	None	Normal Traffic	None
7	OK	Minor defects, potential minor repair	No reduction of normal traffic	Record and monitor defects
6	Fair	Moderate defects, potential major repair	Adequate for highway traffic	Monitor, add to repair schedule
5	Fair	Moderate defects, potential minor rehabilitation	Minimal for highway traffic	Monitor, add to repair schedule
4	Poor	Major defects, major repairs	Marginal adequacy for truck traffic	Repair as soon as possible
3	Poor	Major defects, member is failing	Inadequate support for truck traffic	Repair immediately or restrict trucks
2	Critical	Major defects, member has failed	Inadequate support for all traffic	Repair immediately or close bridge
1	Critical	Bridge closed—could be rehabilitated		
0	Critical	Bridge closed—beyond repair		

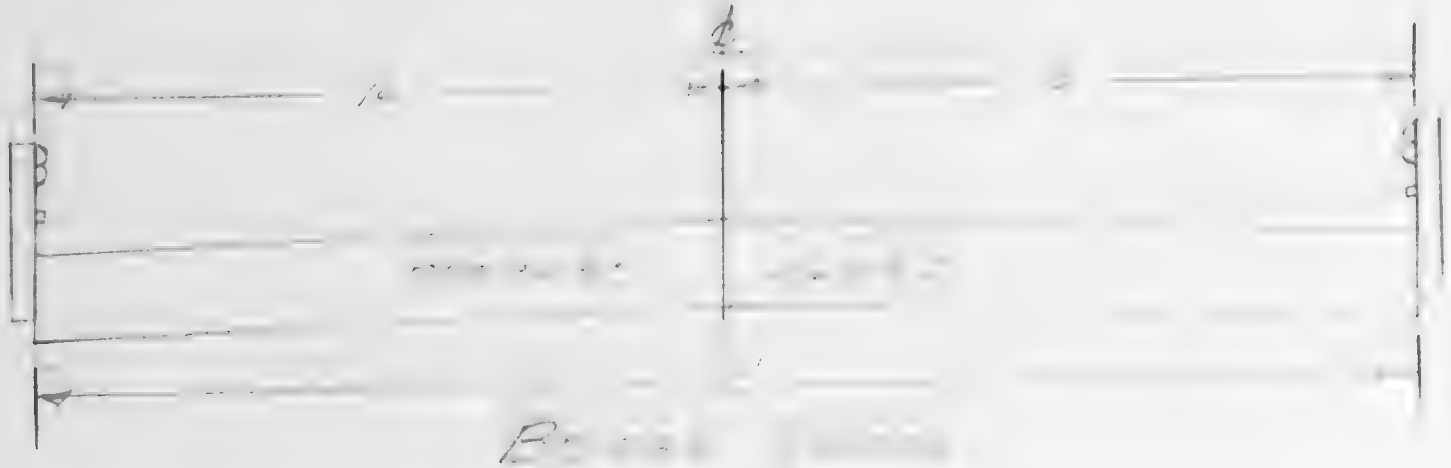
2. Secondary Ratings (Handrail, drains, paint, etc.)

Rating	Condition	Defects	Action Required
8, 9	Good	None	None
7	OK	Minor defects	Record defects
5, 6	Fair	Moderate defects, potential repair	Monitor, add to repair schedule
4	Poor	Extensive defects, potential major repair	Monitor, add to repair schedule
3	Poor	Major defects, system is failing	Repair soon
2	Failed	Major defects	Repair soon

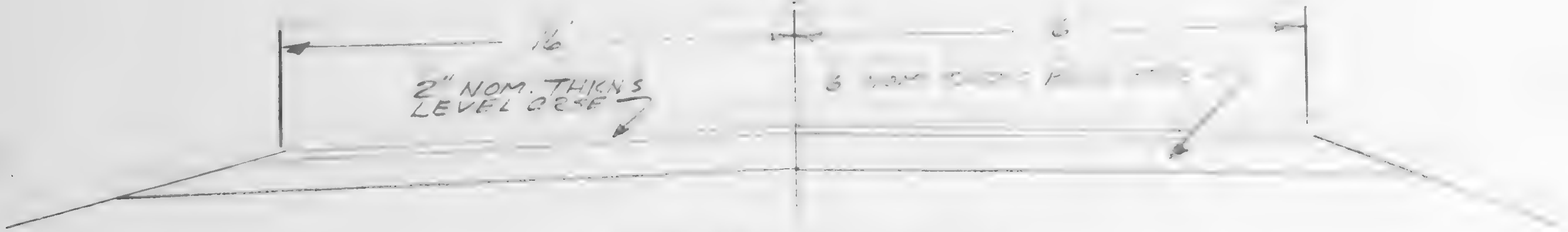
3. External factors (Drift, scour, vegetation, etc.)

Rating	Structure Concern	Action Required
7, 8, 9	None	None
5, 6	No immediate concern to structure	Record and monitor the problem
3, 4	Problem is hazardous to structure	Correct or remove the problem

TYPICAL SECTIONS



[illegible]


℄
16'
8'
2" NOM. THICK'S LEVEL CRSE

[illegible]

DATE: April 9, 1982

PLA

TO: OREGON TRANSPORTATION COMMISSION

FROM:
W. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Proposed Highway Bridge Replacement
and Rehabilitation (HBR) Projects

On the Consent Calendar for the April 20 meeting will be requests from Klamath and Malheur Counties for approval of two HBR projects not included in the Six Year Highway Improvement Program.

Klamath County is requesting a $300,000 project to replace the Sycan River Bridge No. 35C126 on Drews Road approximately 2 miles north of Beatty. This 152-foot three-span concrete structure was recently damaged by ice floes and high water, and is closed to traffic. Funds are available from the FY 1982 Off-System Program and the 20 percent local match will be provided by Klamath County.

The request from Malheur County is for a $125,000 project to repair Malheur River Bridge No. 8838-A (County 45C120) on Lytle Road FAS D487 (Glenn Street) at the City Limits of Vale. Both main stream bents were recently damaged by high water, and the bridge is closed to traffic. Funds are available from the FY 1982 On-System Program and Malheur County will provide the 20 percent local match.

I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

bcc:		
	Fred Miller	D. H. Moehring
	R. Gormsen	G. Bell
	R. N. Bothman	D. D. Allen, Region 4
	E. S. Hunter	R. D. Hector, Region 5
	W. E. Schwartz	

GEZ:pf

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PLA

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: April 6, 1982

FROM: R. N. Bothman, Asst. State Highway Engineer
for Administration

SUBJECT: Emergency Final Approval
Highway Bridge Replacement &
Rehabilitation (HBR) Projects

At the request of Klamath and Malheur Counties, the Highway Bridge Replacement selection committee recently met in emergency session to recommend approval of the following two structures:

> Sycan River Bridge No. 35C126 on Drews Road approximately 2 miles north of Beatty in Klamath County. This 152-foot three-span concrete structure was recently damaged due to ice floes and high water, and is closed to traffic. Estimated cost of replacement is $300,000. Funds are available from the 1982 Off-System Program. The local match will be the responsibility of Klamath County.
>
> Malheur River Bridge No. 8838-A (County 45C120) on Lytle Road FAS B487 (Glenn Street) at the City Limits of Vale in Malheur County. Both main stream bents were recently damaged by high water, and the bridge is closed to traffic. Estimated cost of repair is $125,000. Funds are available from the FY 1982 On-System Program. The local match will be the responsibility of Malheur County.

In order to expedite these emergency projects, we have advance P.E. approval from FHWA for federal participation.

I request you obtain telephonic approval from the Transportation Commission so we may begin work immediately.

KEH:pf

1982 Malheur River (Lytle Blvd.) 9543
Br. (Vale) Sec. (Bridge
Repair)

CHA 7675 6/14/82

Info
Inves
R/D
D/R
Sign
Act
File

REFER TO Kasey FOR

RECEIVED STATE HWY ENGR SEP 23 '83

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9543

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT August 26, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. BHS-B487(1)
COMPLETION DATE December 22,1982	ACCEPTANCE DATE BY CONTRACT AGENCY July 8, 1983	TIME ELAPSED 88 %	CONTRACT TIME 79 CD
APPROVED EXTENSIONS	LOCATION Malheur River (Lytle Blvd.) Bridge (Vale) Section of FAS route B487.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved raising bent 3 on the bridge and furnishing and placing class 700 riprap.

2. CONTRACTOR'S NAME: A & R Construction, Inc.

3. CONTRACT AMOUNT: $39,800.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD OFFICIAL) Duane O. Christensen

TITLE Acting Constr. Engineer

A final inspection of this project was made on February 3, 1983.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 9-19-83	TITLE Field Operations Engr.	DATE 9/22/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

July 13, 1983

United Pacific Insurance Company
P.O. Box 7427
Boise, ID 83707

CON 5
#9543

Gentlemen or Ladies:

Contract No. 9543 awarded to A & R Construction, Inc. dba L.A.C.O. Construction Co. for bridge repair on the Malheur River (Lytle Blvd.) Bridge (Vale) in Malheur County was completed on June 1, 1983, and accepted by the State Highway Division on July 8, 1983.

Final payment in the amount of $2,150.00 will be released to the contractor after July 18, 1983. The total contract amount is $60,484.48 including $3,359.13 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: A & R Construction, Inc.
dba L.A.C.O. Construction Co.
P.O. Box 881
Lewiston, ID 83501

United Pacific Insurance Co.
Bond Department
33405-8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 8, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9543	On Site Work Substantially Completed	12-22-82
All Work Completed	6-1-83		
Project	Malheur River (Lytle Blvd.) Bridge (Vale)		
Highway	FAS B487		
County	Malheur		
Type of Work	Bridge Repair		
Contractor	A & R Const., Inc. dba L.A.C.O. Const.		

WES:RDC:mk

cc: C. T. Keasey
R. D. Church
Walt Hart

Surety letter
written 7/13/83

81-125-1387

DATE: July 6, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Malheur River (Lytle Blvd.) Bridge (Vale) Section
FAS B-487 Highway, Malheur County
Contract No. 9543

This federal-aid bridge repair job was recently completed and it is now evident that the final cost will exceed the project authorization by $16,500 or 31.5 percent.

The project provided for repair to the structure which was damaged due to high water in the Malheur River. Excavation made to expose the footings revealed that the downstream column at Bent No. 3 was completely shattered a short distance above the footing and the footing was also rotated. These conditions were not known when the contract was awarded, and the corrective measures at Bent No. 3 added $4,845 to the cost of the project.

As part of the repair work, the contract also provided for sealing of cracks in the existing structure by pressure grouting, to be performed as extra work due to the unknown extent of the damage. This work cost $7,740 in excess of the amount provided.

Construction engineering makes up the balance of the overrun. Extra work was required to redesign repairs to accommodate the additional damage uncovered, and to cope with the resulting additional field work.

There are sufficient funds available in the category of work and all the increase, except $630, is eligible for federal participation.

I recommend that the authorization be increased by $16,500 to a new total of $68,941. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 17, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Malheur River (Lytle Blvd.) Bridge (Vale) Section
FAS B-487 Highway, Malheur County
Contract No. 9543

This federal-aid bridge repair job was recently completed and it is now evident that the final cost will exceed the project authorization by $16,500.00 or 31.5 percent.

The project provided for repair to the structure which was damaged due to high water in the Malheur River. Excavation made to expose the footings revealed that the downstream column at Bent No. 3 was completely shattered a short distance above the footing and the footing was also rotated. These conditions were not known when the contract was awarded, and the corrective measures at Bent No. 3 added $4,845.00 to the cost of the project.

As a part of the repair work, the contract also provided for sealing of cracks in the existing structure by pressure grouting, to be performed as extra work due to the unknown extent of the damage. This work cost $7,740 in excess of the amount provided.

Construction engineering makes up the balance of the overrun. Extra work was required to redesign repairs to accomodate the additional damage uncovered, and to cope with the additional field work resulting therefrom.

There are sufficient funds available in the category of work and all the increase, except $630.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $16,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
P. F. Burnett
R. D. Church
D. E. Swan

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Malheur River (Lytle Blvd.) Bridge (Vale) Date May 5, 1983

Highway [illegible] Contract No. 9543

County Malheur Kind of Work Bridge Repair Contractor R & R Construction, dba [illegible] Const. Co.

	Authorized	Estimated
Contract Amount	$ 39,800.00	$ 38,460.00
Anticipated Items	6,000.00	20,940.00
Contingency (4½%)	2,061.00	0.00
Engineering (10%)	4,580.00	~~9,500.00~~ 9,541.00
Credits		
PROJECT COST	$ 52,441.00	$ ~~68,900.00~~ 68,941.00

NET INCREASE $ ~~16,459.00~~ 16,500.00 OR ~~31.4~~ 31.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
[illegible] 1 Repair Footing and Column	$ 5,875.00	+ 875.00
[illegible] Seal Cracks in Existing Structure	8,740.00	+ 7,740.00
[illegible] 3 Pumping, Standby Time Work not incl. in Bid's No. 1 and No. 2 and Ext. #1	2,900.00	+ 2,900.00
[illegible] 1 Remove Damaged Conc. @ left Footing	3,425.00	+ 3,425.00
( ) Engineering	9,500.00	+ 4,920.00

Principal reasons for overruns (Continue on reverse side): There was more damage to bent #3 footing and column than anticipated. Also, the epoxy grouting of cracks in existing structure cost considerably more than originally estimated. Due to problems encountered and the length of time taken to do this repair work there was a large overrun in engineering costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by P. J. Burrett
P. J. Burrett, Proj. Mgr. ~~Residency Engineer~~

Noted by O. B. Jackmond
For Construction ~~or Bridge~~ Engineer

Confirmed by William [illegible]
Regional Engineer 5/11/83

Noted by
~~Deputy or~~ State Highway Engineer

SP*68727-734

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Malheur River (Lytle Blvd.) Vale
WEEK ENDING: June 4, 1983
SECTION PREFIX: 523-1082
HIGHWAY: FAS B487
COUNTY: Malheur
NAME OF JOB:
KIND OF WORK: Bridge Repair
CONTRACTOR: A & R Construction dba Laco Const.
CONTRACT NUMBER: 9543
FEDERAL AID PROJECT NUMBER: BHS-B487(1)
DATE OF CONTRACT: September 23, 1982
DATE WORK STARTED: October 26, 1982
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 90
SPECIFIED COMPLETION DATE:
WORK DAYS USED:
CALENDAR DAYS USED: 79
PERCENT OF TIME ELAPSED: 88
PROJECT AUTHORIZATION: $ 52,441.00
EXCLUSIVE OF ENGINEERING: $ 47,861.00
ENGINEERING AUTHORIZATION: $ 4,580.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,334.48
ENGINEERING COST TO DATE: $ 9,434.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 131
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 24 %
PERCENT OF AUTHORIZATION: 206 %
DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	88384							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair	0		
MONDAY 30	Fair	0		
TUESDAY 31	Partly Cloudy	0		
WEDNESDAY 01	Partly Cloudy	0		K RECEIVED
THURSDAY 02	Fair	0		
FRIDAY 03	Fair	0		
SATURDAY 04		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	NO ACTIVITY ALL WEEK.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

One man work two days on semi-final.
Semi-final should be submitted next week.

Report of expected overrun of project authorization was submitted May 5, 1983.

SIGNED P.E. Barnt
P.E. Barnett, Project Manager
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-131		County Malheur
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BHS-B487(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 65,441.00	$ 74,250.00
Federal funds	$ 52,352.00	$ 59,400.00
Other revisions		

This modification is made for the following reasons: to include increase in construction bid item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27 day of April, 1983

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 21, 1983

Federal-Aid Project
No. BHS-B487(1)

Malheur River (Lytle Blvd.)(Vale) Section
FAS B487, Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering	All Required	$ 13,000.00

Type Code X021
Structure Bridge No. 8838A (Sta. 52+56 to Sta. 55+60)

Subtotal of previous estimate of October 6, 1982		$ 45,800.0

Previous Estimate

Seal Cracks in Existing Structure	All Required	$ 1,000.00

Revised Estimate

Seal Cracks in Existing Structure (P.A. #1)	All Required	$ 8,740.00
Remove Concrete and Footings (E.W.O. #1)	All Required	1,070.00
		$ 9,810.00
	Increase	$ 8,810.00
	Subtotal	$ 54,610.00
	Engineering	6,640.00
	Total	$ 61,250.00

Length of Structure ----------------- 0.058 mi.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000	$ 10,400	$ 1,000	$ 1,600
Structure	61,250	49,000		12,250
Total	$ 74,250	$ 59,400	$ 1,000	$ 13,850

Group 1	100%
Contract No.	9543
Prefix:	523-1995
Prefix:	523-1082

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-5[illegible]		County Malheur
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BHS-3487(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 11, 1982

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000.00	$ 16,400.00
Federal funds	$ [illegible].111.00	$ [illegible],392.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of October, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By:

Program Management Engineer
(Title)

By: For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By:

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By:
(Division Administrator)

For: Dale E. [illegible]

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

S-File

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. BHS-B487(1)

Malhuer River (Lytle Blvd.)(Vale)
FAS B487, Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering		All Required	$13,000.00

Type Code X021
Structure, Bridge No. 8838A (Sta. 52+56 to Sta. 55+60)

Mobilization		All Required	$ 2,000.00
Shoring, Cribbing, Etc.		All Required	8,200.00
Structure Excavation	300 Cu. Yd.	17.00	5,100.00
Structure Excavation Below Elevations Shown	20 Cu. Yd.	25.00	500.00
Raise Existing Bridge		All Required	13,500.00
Structural Concrete, Class 3300	20 Cu. Yd.	150.00	3,000.00
Loose Riprap, Class 700	300 Cu. Yd.	25.00	7,500.00
			$39,800.00

Anticipated Items

Repair Substructure Damage	All Required	$ 5,000.00
Seal Cracks in Existing Structure	All Required	1,000.00
		$ 6,000.00
	SUBTOTAL	$45,800.00
	Engineering	6,641.00
	TOTAL	$52,441.00

Length of Structure --------------- 0.058 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engineering	$13,000.00	$10,400.00	$1,000.00	$ 1,600.00
Structure	52,441.00	41,952.00	---	10,489.00
TOTAL	$65,441.00	$52,352.00	$1,000.00	$12,089.00

Group 1 100%
Contract No. 9543
Prefix: 523-1995
Prefix: 523-1082

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
[illegible]	**FEDERAL-AID PROJECT AGREEMENT**	County Malheur
	5-11-82	Project No. BHS-B487(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Malhuer River (Vale)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4/23/82	0.058
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 10,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: W.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1982

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon May 6, 1982

Federal-Aid Project
No. BHS-B487(1)

Malhuer River (Vale) Bridge Section
County Road in Malhuer County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	TOTAL	$13,000.00

Length of Project ------------ 0.058 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,400.00	$ 1,000.00	$ 1,600.00
Retain in Program				
Contract Work	112,000.00	89,600.00	-----	22,400.00
TOTAL	$125,000.00	$100,000.00	$ 1,000.00	$24,000.00

Group 1 100%
Prefix: 523-1895

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Malheur River (Lytle Blvd.)	WEEK ENDING January 29, 1983	SECTION PREFIX 523-1082
HIGHWAY FAS B487	COUNTY Malheur	
NAME OF JOB	KIND OF WORK Bridge Repair	
CONTRACTOR A. &. R. Const. dba Laco Const. Co.	CONTRACT NUMBER 9543	FEDERAL AID PROJECT NUMBER BHS-B487(1)
DATE OF CONTRACT September 23, 1982	DATE WORK STARTED October 26, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 79
PROJECT AUTHORIZATION: $ 52,441.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 88
EXCLUSIVE OF ENGINEERING: $ 47,861.00	ENGINEERING AUTHORIZATION $ 4,580.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 45,530.00	ENGINEERING COST TO DATE $ 7,435	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN -5 %	PERCENT OF AUTHORIZATION 162 %	DATE PROJECT WAS COMPLETED: December 22, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8838A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Overcast	0		
MONDAY 24	Overcast	0		
TUESDAY 25	Rain	0		
WEDNESDAY 26	Showers	0		
THURSDAY 27	Pt. Cloudy	0		
FRIDAY 28	Fair	0		
SATURDAY 29		0		

CE K
CAE
FUE
OCS
SCS
FEO

RECEIVED
JAN 31 1983
CONSTRUCTION
SECTION

OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Waiting on contractor to return extra work billings on epoxy seal to complete semi-final estimate.

This will be the last report until we get the above information.

SIGNED Thomas E. LOCATION Ontario

for P. F. Burnett, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

cc: OSHD (Coulter)

STATE COPY

U.S PARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Malheur	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/17/82	David B. Carter, Area Engineer	BHS-B487(1)

IN COMPANY WITH
P. F. Burnett, Project Manager, OSHD
M. Herron, FHWA Trainee

LOCATION

City of Vale, Malheur County, Oregon

CONTRACTOR NAME AND ADDRESS
A&R Construction, Inc. dba
LACO Construction Company, P. O. Box 881, Lewiston, Idaho 83501

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9/23/82	39,800.00	90 calendar days	10/5/82	10/26/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	52%	10%

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTED
W. E. SCHWARTZ
12/22

REMARKS

MALHEUR RIVER (LYTLE BLVD) BRIDGE (VALE) SECTION
FAS B487 - LYTLE BLVD.
Structure Repair

This project provided for the repair to Lytle Blvd. crossing of the Malheur River which was damaged due to high water in the Malheur River. The damage consisted of settlement of Bent No. 3 caused by scour at this location.

The contractor has excavated the area necessary to expose the footings. During this work it was discovered that the downstream column at Bent No. 3 was completely shattered a short distance above the footing. The footing is also rotated. This newly discovered damage will require additional repair work. The added work will consist of removing the existing footing and column to above the damaged area, splicing the column steel and pouring a new footing and short section of column. The new footing will be several feet below the raised elevation as shown on the plans and will result in the elimination of the backfill concrete at this location.

The constractor has modified the jacking scheme to better suit his method of operation. The new jacking layout has been approved.

The County has been notified and concur in the additional work which will be required to repair the downstream column and footing.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20070	1. FEDERAL-AID PROJECT NO. BHS-B487(1) 2. STATE PROJECT NO. See below 2A. COUNTY NAME Malheur

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/82	8. FEDERAL ROUTE NUMBER Secondary B487	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Malheur River (Vale) Bridge Section (Lytle Blvd.)

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 8/9/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO
FOR

14. DATE 8/19/82	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9543

U. S. DEPARTMENT OF TRANSPORT[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHS-B487(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20070

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82

8. FEDERAL ROUTE NUMBER Secondary B487

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Malheur River (Vale) Bridge Section

11. GENERAL DESCRIPTION OF WORK Structure Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 7/29/82 you are now authorized to proceed iwth actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $62,000 Federal Funds $49,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
FOR
Info
Inves
R/D
D R
Sign
Act
File

14. DATE 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: July 29, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Construction Authorization
Item No. 20070
Project No. BHS-B487(1)
Malheur River (Vale) Bridge Section
Malheur County

It is the Oregon State Highway Division's present intention to receive bids for this project on September 23, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $62,000 with an obligation of $49,600 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

Attached is a copy of an Interoffice Memo by J.H. Wood, OSHD Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:bkc
Attachment

cc: Ken Husby
Guy Johnson
General Files

7543

June 14, 1982

Malheur County Court
251 B Street, West
Vale, OR 97918

AGR 4-2

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7-75

Gentlemen:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement for the Malheur River (Lytle Boulevard) Bridge Replacement Project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

5-3-82 B487

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Malheur River (Lytle Blvd.) Bridge   Br. #45C120 (8838)

HIGHWAY NAME: FAS B 487, Lytle Blvd.

HIGHWAY NUMBER:

REGION: 5

ADMINISTRATIVE DISTRICT: 14

COUNTY: Malheur

CITY: Vale

LENGTH: 0.06 mile

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Malheur County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

(Repair)

Repair bent 3 footings, fractured deck and deck girders of R.C.D.G. structure.

Emergency conditions exist. Structure has been closed to all traffic because of flood damage on February 21, 1982. Detour has been established by County for convenience of motorists.

✓

acct

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981-550

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

N/A Repair of structure.

APPROVED
Frank E. Pepin
Location Engineer
Date 5/3/82

REFERRED TO

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING JMBER AND WIDTH	PRO ED NUMBER AND WIDTH
TRAVEL LANES	N/A	N/A
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures Repair	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River Malheur	☒	☐	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review With County	☒	☐	☐

Type ________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

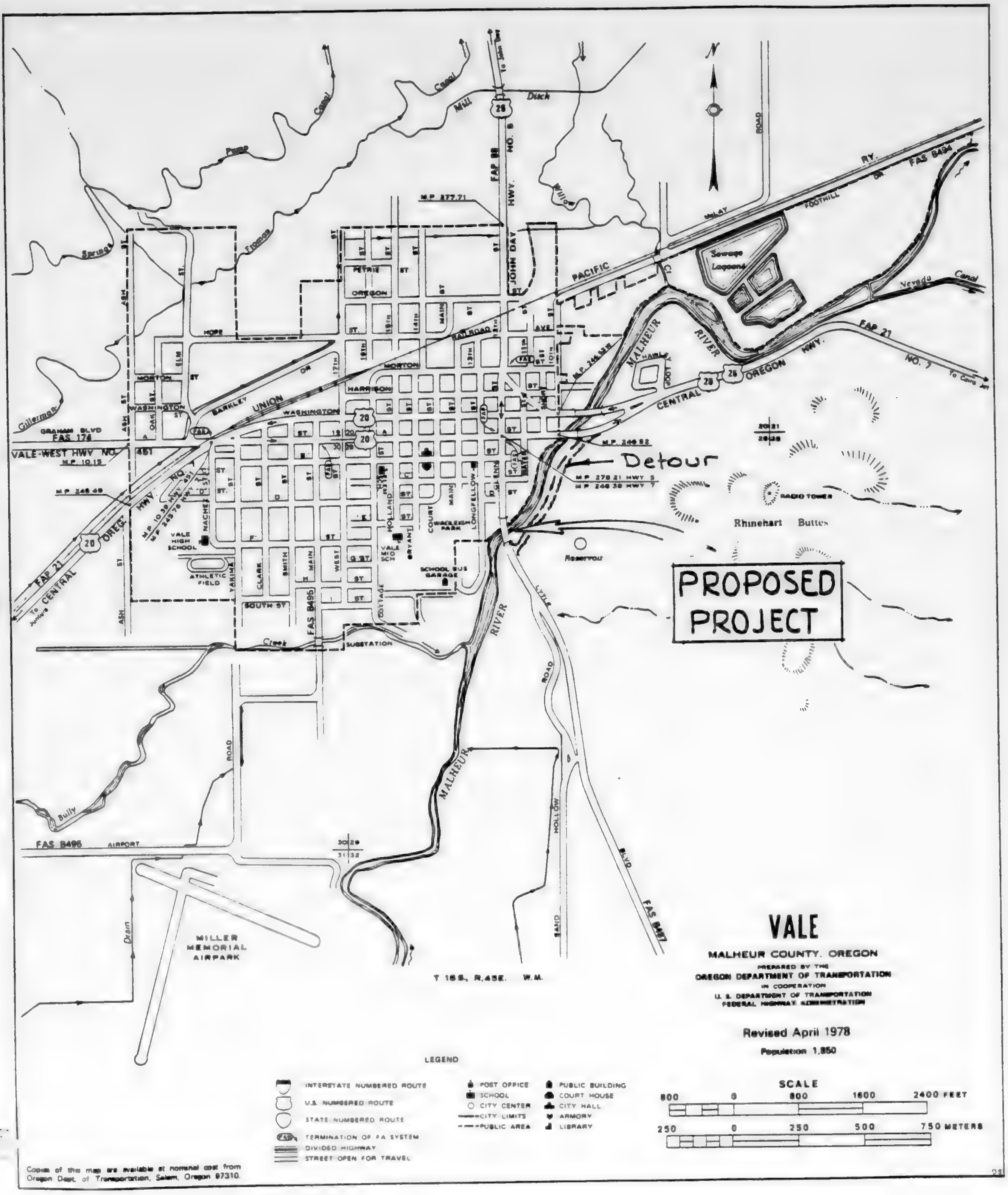
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	12,500	13 000
RIGHT OF WAY N/A		
TRAFFIC CONTROL N/A		
ILLUMINATION N/A		
STRUCTURES	71,500	88,000
RAILROAD N/A		
ROADWAY N/A		
OTHER		
ENGINEERING & CONTINGENCIES @ 40%	28,500	35,000
PROJECT TOTAL	$112,500	136.000

Note: County requests Free Br. Design under ORS 369.210, $5,000 included in above preliminary engineering.

SUBMITTED BY Roger C. Long


N
Mill Ditch
Pump Canal
Canal
Springs
Frances
Gillerman
Willow
To John Day
HWY. NO. 5
FAP 88
JOHN DAY
M.P. 277.71
ROAD
McLAY
FOOTHILL DR
PACIFIC
UNION
RY.
FAS B494
Sewage Lagoons
Nevada Canal
MALHEUR RIVER
CENTRAL OREGON HWY.
FAP 21
NO. 7
To Cairo Jct.
PETRIE ST
OREGON
HOPE
MORTON ST
WASHINGTON
HARRISON
RAILROAD AVE
BARKLEY DR
GRAHAM BLVD
FAS 174
VALE-WEST HWY NO. 461
M.P. 10.13
M.P. 246.49
M.P. 246.52
M.P. 276.21 HWY 5
M.P. 246.38 HWY 7
OREG. HWY. NO.
CENTRAL
To Juntura
ASH
OAK
NACHES
YAKIMA
CLARK
SMITH
MAIN
WEST
HOLLAND
BRYANT
COURT
LONGFELLOW
GLENN
WATER
WADLEIGH PARK
VALE HIGH SCHOOL
ATHLETIC FIELD
SCHOOL BUS GARAGE
SOUTH ST
COTTAGE
FAS B495
Creek
SUBSTATION
Reservoir
RADIO TOWER
Rhinehart Buttes
LYTLE
ROAD
BLVD
FAS B497
HOLLOW
SAND
Bully
FAS B496
AIRPORT
Drain
MILLER MEMORIAL AIRPARK
T 18S., R.45E. W.M.
Detour
PROPOSED PROJECT
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

VALE

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised April 1978

Population 1,850

Copies of the map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310.

9513 4-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHS-B487(1) Mal 141-1

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20070

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-23-82

8. FEDERAL ROUTE NUMBER Secondary B487

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

MALHEUR RIVER(VALE) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

Total estimated cost $13,000;Federal funds $10,400

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's April 20, 1982 letter.

RECEIVED
STATE HWY ENGR
APR 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 4-23-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Fr A [illegible]
Malheur

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

April 20, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20070
Project No. BHS-B487(1)
Malheur River (Vale) Bridge Section
Malheur County

Attached support data for the subject project consists of PR-1 form, Authority for Survey and project map.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $13,000 with obligation of $10,400 Federal funds.

JLG:bkc
Attachments

cc: R.D. Hector (Region 5)
Ken Husby w/att
General Files

Form 734-3122

9543

Consent Calendar
14 A+B
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 9, 1982

In Reply Refer to File No.: PLA

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Proposed Highway Bridge Replacement and Rehabilitation (HBR) Projects

On the Consent Calendar for the April 20 meeting will be requests from Klamath and Malheur Counties for approval of two HBR projects not included in the Six Year Highway Improvement Program.

Klamath County is requesting a $300,000 project to replace the Sycan River Bridge No. 35C126 on Drews Road approximately 2 miles north of Beatty. This 152-foot three-span concrete structure was recently damaged by ice floes and high water, and is closed to traffic. Funds are available from the FY 1982 Off-System Program and the 20 percent local match will be provided by Klamath County.

The request from Malheur County is for a $125,000 project to repair Malheur River Bridge No. 8838-A (County 45C120) on Lytle Road FAS B487 (Glenn Street) at the City Limits of Vale. Both main stream bents were recently damaged by high water, and the bridge is closed to traffic. Funds are available from the FY 1982 On-System Program and Malheur County will provide the 20 percent local match.

I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

bcc: Fred Miller
R. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
D. H. Moehring
G. Bell
D. D. Allen, Region 4
R. D. Hector, Region 5

GEZ:pf

Form 734-3122

MAI 14
Malheur

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PLA

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: April 6, 1982

FROM: R. N. Bothman, Asst. State Highway Engineer
for Administration

SUBJECT: Emergency Final Approval
Highway Bridge Replacement &
Rehabilitation (HBR) Projects

At the request of Klamath and Malheur Counties, the Highway Bridge Replacement selection committee recently met in emergency session to recommend approval of the following two structures:

> Sycan River Bridge No. 35C126 on Drews Road approximately 2 miles north of Beatty in Klamath County. This 152-foot three-span concrete structure was recently damaged due to ice floes and high water, and is closed to traffic. Estimated cost of replacement is $300,000. Funds are available from the 1982 Off-System Program. The local match will be the responsibility of Klamath County.
>
> Malheur River Bridge No. 8838-A (County 45C120) on Lytle Road FAS B487 (Glenn Street) at the City Limits of Vale in Malheur County. Both main stream bents were recently damaged by high water, and the bridge is closed to traffic. Estimated cost of repair is $125,000. Funds are available from the FY 1982 On-System Program. The local match will be the responsibility of Malheur County.

In order to expedite these emergency projects, we have advance P.E. approval from FHWA for federal participation.

I request you obtain telephonic approval from the Transportation Commission so we may begin work immediately.

KEH:pf

9543

Mal 121-1

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HBRS-B487(-)
Malheur River (Glenn Street) Bridge
Malheur County - Vale

Date: April 2, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached is the Structure Inventory and Appraisal sheet for the Malheur River - Glenn Street bridge in Vale. Due to the footing undermining and critical nature of the bridge condition, the sufficiency rating is 21.8. The structure is eligible for HBR funds.

Please proceed with the corrective measures.

For Dale E. Wilken

Attachment

cc:
OSHD (J H Wood, Maint)
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
APR - 5 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Cy Heston — Initiate survey investigation
Project Mgt.
Hunter

STRUCTURE INVENTORY AND APPRAISAL

91.? SUFFICIENCY RATING (STRUCTURE)

IDENTIFICATION

(1) STATE [illegible]
(2) HIGHWAY DISTRICT 14
(3) COUNTY 26 (4) CITY/TOWN 117?
(5) INVENTORY ROUTE 141[illegible]
(6) FEATURES INTERSECTED [illegible] RIVER (CLERK ST)
(7) FACILITY CARRIED FAS 1487 [illegible]
(8) STRUCTURE NUMBER [illegible]
(9) LOCATION 0.4 MI S JCT [illegible] ST [illegible]
(10) VERT CLEARANCE [illegible] FT [illegible]
(11) MILEPOINT [illegible].41
(12) STATE SECTION NO [illegible]
(13) REFERENCE BRANCH LETTER
(14) REFERENCE MILEPOINT [illegible]
(15) REFERENCE SECTION LENGTH [illegible]
(16) LATITUDE [illegible] (17) LONGITUDE [illegible]
(18) PHYSICAL VULNERABILITY [illegible]
(19) BYPASS DETOUR LENGTH 1? MI
(20) TOLL ON FREE ROAD
(21) CUSTODIAN CNTY AGENCY
(22) OWNER CNTY AGENCY
(23) FEDERAL-AID PROJECT NUMBER

CLASSIFICA

(24) HIGHWAY SYSTEM
(25) ADMINISTRATIVE
(26) FUNCTIONAL CLASS

STRUCTURE DATA

(27) YEAR BUILT 6100
(28) LANES ON STR OR UNDER 00
(29) ADT ON STR 000550
(30) YEAR OF ADT 1980
(31) DESIGN LOAD HS-20
(32) APR RDWY WDTH W/SHLD 26 FT
(33) BRIDGE MEDIAN NONE
(34) SKEW 00
(35) STRUCTURE FLARED NO
(36) TRAFFIC SAFETY FTRS. 1010
(37)
(38) NAV CONTROL NO
(39) NAV VERT CLEARANCE 000 FT
(40) NAV HORIZ CLEARANCE 0000 FT
(41) OPEN OR CLOSED [illegible]

CONDITION RATING

(58) DECK [illegible]
(59) SUPERSTRUCTURE 1
(60) SUBSTRUCTURE 1
(61) CHANNEL & CHANNEL PROTECTION [illegible]
(62) CULVERTS & RETAINING WALLS [illegible]
(63) ESTIMATED REMAINING LIFE [illegible] YRS
(64) OPERATING RATING [illegible]
(65) APPROACH RDWY ALIGNMENT [illegible]
(66) INVENTORY RATING [illegible]

APPRAISAL RATING

(67) STRUCTURAL CONDITION [illegible]
(68) DECK GEOMETRY 4
(69) UNDERCLEARANCES VERTICAL & LATERAL [illegible]
(70) SAFE LOAD CAPACITY 1
(71) WATERWAY ADEQUACY 1
(72) APPROACH ROADWAY ALIGNMENT

```
[illegible] INVENTORY AND APPRAISAL                          03/26/82

                        CLASSIFICATION
        (24) HIGHWAY SYSTEM                    FA SECONDARY, LOCAL
        (25) ADMINISTRATIVE                                  OTHER
        (26) FUNCTIONAL CLASS                          MAJOR RURAL

             STRUCTURE DATA
  (27) YEAR BUILT                    [illegible]
  (28) LANES ON STR & UNDER          [illegible]
  (29) ADT ON STR                    [illegible]
  (30) YEAR OF ADT                   [illegible]
  (31) DESIGN LOAD                   HS-20
  (32) APP RDWY WIDTH W/SHLD         26 FT
  (33) BRIDGE MEDIAN                 NONE
  (34) SKEW                          00
  (35) STRUCTURE FLARED              NO
  (36) TRAFFIC SAFETY FTRS.          [illegible]
  (37)                               [illegible]
  (38) NAV CONTROL
  (39) NAV VERT CLEARANCE            000 FT
  (40) NAV HORIZ CLEARANCE           0000 FT
  (41) OPEN OR CLOSED                [illegible]

(42) TYPE SERVICE                      HIGHWAY   WATERWAY
(43) STRUCTURE TYPE MAIN             CONC CON /  TEE BEAM
(44) STRUCTURE TYPE APP                OTHER /      OTHER
(45) NO OF SPANS MAIN                                 007
(46) NO OF APPROACH SPANS                            0000
(47) TOTAL HORIZ CLEARANCE                        24.1 FT
(48) MAX SPAN LENGTH                              0066 FT
(49) STRUCTURE LENGTH                           000305 FT
(50) SIDEWALK          LEFT  0.0 FT RIGHT          0.0 FT
(51) BRIDGE RDWY WIDTH CURB TO CURB               24.1 FT
(52) DECK WIDTH OUT TO OUT                        29.2 FT
(53) VERT CLEARANCE OVER DECK                 99 FT 99 IN
(54) MIN VERT UNDERCLEARANCE                  00 FT 00 IN
(55) MIN LAT UNDERCLEARANCE RIGHT                 99.9 FT
(56) MIN LAT UNDERCLEARANCE LEFT                   0.0 FT
(57) WEARING SURFACE                             CONCRETE

               PROPOSED IMPROVEMENTS
(73) YEAR NEEDED                                     1982
(74) TYPE OF SERVICE                              HIGHWAY
(75) TYPE OF WORK                                     371
(76) IMPROVEMENT LENGTH                         000304 FT
(77) DESIGN LOADING                                 UNKWN
(78) ROADWAY WIDTH                                0000 FT
(79) NUMBER OF LANES                                   00
(80) ADT      000000      (81) YEAR                  1900
(82) PROPOSED RDWY IMPROVEMENT YEAR                  1900
(83) APPROACH IMPROVEMENT                         NOT APP

(84) COST OF IMPROVEMENTS                        $100,000
(85) R/W COST                                      $3,000
(86) DEMOLITION COST                               $5,000
(87) SUBSTRUCTURE COST                            $95,000
(88) SUPERSTRUCTURE COST                           $5,000
(89)
(90) DATE OF LAST INSPECTION                     02/15/82
```

1982 Banfield Transitway. 9549
(Building Demolition)

OSHD CONTRACTS

BANFIELD TRANSITWAY PROJECT

#9513	Union-39th Avenue	S. J. Groves & Sons Co. El Dorado, CA	$27,581,766.00
#9549	Building Demolition	R. A. Gray Tigard, OR	38,258.50
#9594	39th-87th Avenue	R. A. Hatch Bend, OR	29,270,186.00
#9621	S. Banfield Interchange-S.E. Washington Street	S. J. Groves & Sons El Dorado, CA	15,292,497.00
#9668	LRT O-Xing (Holladay St.)	S. J. Groves & Sons El Dorado, CA	1,041,913.00
#9748	Steel Bridge & Ramps	Donald M. Drake Portland, OR	7,793,569.31

Other work including trackwork, electrification, transit stations, landscaping, etc., was contracted by other agencies; ie., Tri-Met, City of Portland, Multnomah County, etc.

Prepared by Pat Patterson
Construction Section
1-6-86

R. N. BOTHMAN

9549

October 31, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9549

Gentlemen or Ladies:

On October 26, 1983, we wrote to you concerning release of final payment on Contract No. 9549 awarded to R. A. Gray and Company for building demolition on the Banfield Transitway at S.W. 11th Avenue in Portland, Multnomah County.

Final payment on this contract is $1,026.71 and the total contract amount is $41,654.21. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: R. A. Gray and Company
P. O. Box 23516
Tigard, OR 97223

bc: C. T. Keasey
Walt Hart
Al Harwood

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Banfield Transitway (Portland)

WEEK ENDING: August 13, 1983

SECTION PREFIX: 126-8273

HIGHWAY: S.W. 11th. Avenue (Transit Station)

COUNTY: Multnomah

NAME OF JOB: Banfield Transitway (Portland)

KIND OF WORK: Building Demolition

CONTRACTOR: R. A. Gray & Company

CONTRACT NUMBER: 9549

FEDERAL AID PROJECT NUMBER: UMTA

DATE OF CONTRACT: October 6, 1982

DATE WORK STARTED: October 18, 1982

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: A=90/B=180

CALENDAR DAYS USED: A = 85, B = 166

Additional Authorization
Approved 7-19-83

PROJECT AUTHORIZATION: $ 50,749.48

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: "A" = 94% "B" = 92%

EXCLUSIVE OF ENGINEERING: $ 40,737.00

Approved 7-19-83

ENGINEERING AUTHORIZATION: $ 10,012.48

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,627.50

ENGINEERING COST TO DATE: $ 9,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%

ESTIMATED PERCENT OVERRUN: 2 %

PERCENT OF AUTHORIZATION: 98 %

DATE PROJECT WAS COMPLETED: "A" = 1-11-83, "B" = 4-2-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%					

	GRADING	Conc. in Walls	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Bldg. Demo.
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,000 CY	66 CY			$14,487.00
TOTAL QUANTITIES CORRECTED TO DATE	2,406 CY	65 CY			$14,487.00
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,406 CY	65 CY			$14,487.00
AVERAGE DAILY QUANTITIES	301 CY	22 CY			$ 268.00
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No weather being kept on this job.	0		Unit "A" completed 1-11-83 (Building Removal). Unit "B" (All other job work) completed 4-2-83.
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
AUG 15 1983
CONSTRUCTION SECTION
FOE OCS SCS CEO CA LS IC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work on project during week ending August 13, 1983.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: R. A. Gray & Co. has completed all field work. No work this week.

State personnel worked on and submitted Semi-Final Estimate data to Region office by Wednesday, August 10, 1983.

ANTICIPATED: Unless otherwise instructed, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED
David A.Willhite, PE, PLS, Project Manager

LOCATION 3700 S.E. 92nd. Ave.
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

DATE: July 7, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Banfield Transitway (Portland) Section
SW 11th Ave. Transit Station, Multnomah County
Contract No. 9549

This UMTA funded building demolition project was completed on April 1 and it now appears that the final cost will exceed the project authorization by $6,600 or 14.9 percent.

Material quantities required to backfill the basement were underestimated in preparing the plans. The additional material used added nearly $2,000 to the cost of the project.

The balance of the overrun consisted of construction engineering charges, even though all reasonable efforts were made by the Project Manager to minimize field inspection costs. A low bid reflecting salvage value accruing to the contractor resulted in insufficient engineering money being authorized.

There are sufficient funds available in the category of work and all the increase, except $3,900 is eligible for federal participation.

I recommend that the authorization be increased by $6,600 to a new total of $50,749.48. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 13, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Banfield Transitway (Portland) Section
SW 11th Ave. Transit Station, Multnomah County
Contract No. 9549

This UMTA funded building demolition project was completed on April 1, 1983 and it now appears that the final costs will exceed the project authorization by $6,600.00 or 14.9 percent.

Material quantities required to backfill the basement were underestimated in preparing the plans. The additional material used added nearly $2,000.00 to the cost of the project.

The balance of the overrun consisted of construction engineering charges, even though all reasonable efforts were made by the Project Manager to minimize field inspection costs. A low bid reflecting salvage value accruing to the contractor resulted in insufficient engineering money being authorized.

There are sufficient funds available in the category of work and all the increase, except $3,900.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $6,600.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Arvey Nelson
R. D. Church
D. E. Swan

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Banfield Transitway (Portland) Date May 3, 1983

Highway S. W. 11th. Avenue (Transit Station) Contract No. 9549

County Multnomah Kind of Work Building Demolition Contractor R. A. Gray & Company

	Authorized	Estimated
Contract Amount	$38,258.50	$40,107.00
Anticipated Items	300.00	0.00
Contingency (4½%)	1,735.13	630.00
Engineering	3,855.85	10,012.48 ~~10,000.00~~
Credits	0.00	0.00
PROJECT COST	$44,149.48	50,749.48 ~~$50,737.00~~
	NET INCREASE $	6,600.00 $ ~~6,587.52~~

OR 14.92 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U) (List all unanticipated items)	Expected Amount		Net Change
4. Borrow Excavation (C)	$1,670.00	+	$1,970.00
PA. #1. Wire Mesh & Construction Joints in Wall Caps (U)	100.00	+	100.00
PA. #2. Catch Basin & Pipe (U)	530.00	+	530.00
94001. Building Permit Fees (A)	0.00	-	300.00
99999. Engineering	10,000.00	+	6,144.00

Principal reasons for overruns (Continue on reverse side): (4) More fill material was required than originally estimated for basement backfill; (PA 2) Runoff needed to be collected and directed under sidewalk vs across parking area and sidewalk; (Engineering) Engineering inspection was performed primarily by lowest paid person on crew during the demolition of existing building by

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by
Arvey D. Nelson, Resident Engineer

Noted by O. B. Jackmond
For Construction or ~~Bridge~~ Engineer

Confirmed by Regional Engineer

Noted by Deputy or State Highway Engineer

SP*68727-734

short daily project visits. During subsequent basement backfilling and the wall & brick facia construction, inspection and supervision by higher paid inspectors was deemed necessary, and longer, more frequent visits were made to jobsite. Additionally, routine office work on monthly estimates and reports and the Semi-Final Estimate, both in field and Salem, are expected to push engineering costs to the $10,000.00 level. The original authorization for this small project was insufficient for minimum required supervision and inspection. It is noted the contractor bid considerably less than Engineer's Estimate on this project due to value of the salvageable materials (primarily bricks). Had 25% of his bid been authorized for engineering, as was done under similar circumstances on N.W. Nicolai St. - W. Fremont Interchange job, Cont. 9418, some $9,565.00 would have been allowed for engineering, which is close to estimated final engineering cost.

1982 Dallas, Monmouth-Independence Pavement Marking Proj. 9544

CdA 7685 7/21/82
7686 7/21/82
7687 6/14/82

March 3, 1986

CON 5
#9594

American Insurance Co.
Seattle Branch Office
2121 4th Avenue
Seattle, WA 98121

Attention: Jon Elmgren

Re: Contract No. 9594
R. A. Hatch Co.
Banfield Transitway Project

This is in response to your letter of February 21, 1986, requesting that payments on this project be forwarded to you.

Disbursals on contracts can be made only to the prime contractor. The exception is when we hold a signed assignment of claim properly signed by the prime contractor and the surety. Our form is enclosed for your use.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Jack Sollis
Bryant Jackmond
Jan Peterson

RWG:cc

NOTED ON CARD
3-3-86 cc

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

February 28, 1986

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 03 1986

RE:	OUR FILE NO:	H864S-546576
	BOND NO:	SC 6386337
	PRINCIPAL:	R. A. Hatch Company
	OBLIGEE:	OSHD
	PROJECT:	Banfield Freeway 39th to 87th Street
	CONTRACT NO:	9594

Gentlemen:

As Surety on the above-referenced project, we have made the following additional payments:

PAYEE	AMOUNT
Hopsing Constr., Inc. & Goldi Gentle Constr., Inc.	$35,963.97
Hopsing Constr., Inc. & Hildebrant Concrete	3,308.22
Hopsing Construction, Inc. & Star Rental	2,880.01
Hopsing Constr., Inc. & Cascade Constr., Inc.	2,354.00
TOTAL	$44,506.20

To the extent of our payments, $275,948.81, we ask that payments due our principal on this project be forwarded to The American Insurance Company at 2121 Fourth Avenue, Suite 1100, Seattle, Washington, 98121.

no resp - as answered in letter dated 3/3/86

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Sr. Surety Claims Specialist

JE/crd12

cc: Riedel International, Inc.
Attn: J. R. McGuinn
P. O. Box 3320
Portland, OR 97208

R. A. Hatch Company
Attn: Robert A. Hatch
P. O. Box 6179
Bend, OR 97708

Portland Underwriting - Dean Beck

noted on card

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

February 21, 1986

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 24 1986
M AM ADM RBR CA RS
PMS AS CE DS TA RUE

RE: OUR FILE NO: H864S-546576
BOND NO: SC 638 63 37
PRINCIPAL: R. A. Hatch Company
OBLIGEE: OSHD
PROJECT: Banfield Freeway 39th
CONTRACT NO: 9594

Dear Gentlemen:

As Surety on the above-referenced project, we have made the following payments:

PAYEE	AMOUNT
Hopsing Construction, Inc. and Cascade Construction Company, Inc.	$ 49,811.80
Hopsing Construction, Inc. and Syro Steel	9,352.10
Hopsing Construction, Inc. and Hogan Manufacturing, Inc.	8,787.60
Hopsing Construction, Inc. and Traffic Safety Supply Company	24,763.55
Hopsing Construction, Inc. and Ashgrove Cement	138,727.56
Total	$231,442.61

To the extent of our payment, $231,442.61, we ask that payments due our principal on this project be forwarded to The American Insurance Company at 2121 Fourth Avenue, Suite 1100, Seattle, WA, 98121.

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Senior Surety Claims Specialist

JE/tpee22

cc: Riedel International, Inc.
Attn: J. R. McGuinn
P.O. Box 3320
Portland, OR 97208

R. A. Hatch Company
Attn: Robert A. Hatch
P.O. Box 6179
Bend, OR 97708

Portland Underwriting - Dean Beck

RECEIVED
FEB 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

rll

c: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 1/29/85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. PMS-000S(114)
COMPLETION DATE (Actual) 7/5/83	ACCEPTANCE DATE BY CONRTACT AGENCY 11/28/84	TIME ELAPSED 99 %	CONTRACT TIME 190 CWD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DALLAS, MONMOUTH, INDEPENDENCE P.M.P.
VARIOUS HIGHWAYS & STREETS
Pavement Markings

This project provided for the placement of thermoplastic pavement markings on various highways and streets in the three subject cities. These markings included arrows, "ONLY"s, "SCHOOL"s, railroad crossings and crosswalks.

The final project cost overran by approximately 19 percent. This overrun was almost totally additional engineering costs. The contractor used two crews which required additional inspectors. There were no contract claims.

A final inspection of the completed project was made August 3, 1983.

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 2/4/85	TITLE Field Operations Engineer	DATE 2/5/85

December 7, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9544

Gentlemen or Ladies:

On December 4, 1984, we wrote to you concerning release of final payment on Contract No. 9544 awarded to The Kaspac Corporation dba Kaspac Industries for the Dallas, Monmouth-Independence Pavement Marking Project in Polk County.

Final payment on this contract is $1,000.00 and the total contract amount is $46,946.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: The Kaspac Corporation
dba Kaspac Industries
PO Box 80306
Seattle, WA 98108

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

In Reply Refer to
File No.:
CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Dallas, Monmouth-Independence Pavement Marking Project
Various Highways and Streets, Polk County
Contract No. 9544

This federal aid pavement marking project has been completed and it is now apparent that the final cost will exceed the project authorization by $10,200 or 19 percent.

The overrun is composed entirely of charges made to construction engineering for the project. This contract was one of the first to specify skid resistance testing by use of the British Portable Skid Resistance Tester. Due to the infancy of this testing program numerous hours of experimental work were utilized in performing tests on samples of the thermoplastic line materials. Various ratios and rates of application of the glass beads and the cullets top dressed to the hot thermoplastic material were tested in order to determine a bead/cullet ratio and rate of application which would satisfy both the skid resistance and the reflectivity specifications. A six-month retesting of the contract work was also performed to determine the effect of traffic wear on the skid resistance properties of the contract materials.

There are sufficient funds available in the category of work and all the increase, except $7,805.00, is eligible for federal participation.

I recommend that the authorization be increased by $10,200.00 to a new total of $63,247.16. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

Form 734-3122

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Dallas, Monmouth-Independence Pavement Marking Project
Various Highways and Streets, Polk County
Contract No. 9544

This federal aid pavement marking project has been completed and it is now apparent that the final cost will exceed the project authorization by $10,200 or 19 percent.

The overrun is composed entirely of charges made to construction engineering for the project. This contract was one of the first to specify skid resistance testing by use of the British Portable Skid Resistance Tester. Due to the infancy of this testing program numerous hours of experimental work were utilized in performing tests on samples of the thermoplastic line materials. Various ratios and rates of application of the glass beads and the cullets top dressed to the hot thermoplastic material were tested in order to determine a bead/cullet ratio and rate of application which would satisfy both the skid resistance and the reflectivity specifications. A six-month retesting of the contract work was also performed to determine the effect of traffic wear on the skid resistance properties of the contract materials.

There are sufficient funds available in the category of work and all the increase, except $7,805.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $10,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
Arvey Nelson
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
FOR

NOTED
W. E. SCHWARTZ

81-125-1387

Contains Recycled Materials

9544 t

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-88	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Polk
MODIFICATION NUMBER 3		Project Number PMS-000S(114)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 27, 1982,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 61,538.00	$ 64,447.00
Federal funds	$ 61,538.00	$ 64,447.00
Other revisions		

This modification is made for the following reasons:

To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. PMS-000S(114)

Dallas, Monmouth, Independence Pavement Marking
Various Highways and City Streets
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
Preliminary Engineering — All Required — $ 5,500.00

TYPE CODE SFTY
Pavement Markings

Subtotal from Revised Project Agreement Estimate of January 6, 1984 — $ 48,729.40

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Thermoplastic Pavement Arrows	$ 40.00	44	$ 1,760.00	54	$ 2,160.00	
Thermoplastic Pavement "ONLY"s	95.00	8	760.00	15	1,425.00	
Thermoplastic Pavement "School"s	155.00	11	1,705.00	13	2,015.00	
Thermoplastic Pavement RR Crossing	200.00	45	9,000.00	49	9,800.00	
Thermoplastic Pavement Line	1.40	20,916	29,282.40	21,169	29,636.60	
		SUBTOTALS	$42,507.40		$45,036.60	
					Increase	$ 2,529.20
					Subtotal	$ 51,258.60
					Engineering	7,688.40
					Total	$ 58,947.C

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,500.00	$ 5,500.00
Pavement Markings	58,947.00	58,947.00
TOTAL	$64,447.00	$64,447.00

Group 1: 100%
Contract No. 9544
Prefix: 327-1009
Prefix: 327-1985

WH:me

STATE COPY
Gen File

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-112
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	X2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State	Oregon
County	Polk
Project Number	PMS-000S(114)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 58,547.00	$ 61,538.00
Federal funds	$ 58,547.00	$ 61,538.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
XBX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 6, 1984

Federal-Aid Project No. PMS-000S(114)

Dallas, Monmouth, Independence Pavement Marking
Various Highways and City Streets
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,500.00

Type Code SFTY
Pavement Markings

Subtotal of previous estimate of October 6, 1982		$ 46,329.40

Additional Items

Permanent Pavement Striping (SFO #1)	All Required	$ 2,400.00

Increase	$ 2,400.00
Subtotal	$ 48,729.40
Engineering	7,308.60
Total	$ 56,038.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,500.00	$ 5,500.00
Pavement Markings	56,038.00	56,038.00
Total	$ 61,538.00	$ 61,538.00

Group 1 100%
Contract No. 9544
Prefix: 327-1009
Prefix: 327-1985

RHZ:bkb

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-90	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
MODIFICATION NUMBER 1	8, '82	Project Number PMS-000S(114)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,500.00	$ 58,547.00
Federal funds	$ 5,500.00	$ 58,547.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of October, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Program Management Engineer
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. PMS-000S(114)

Dallas, Monmouth, Independence Pavement Mark.
Various Highways and City Streets
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required	$ 5,500.00

Type Code SFTY
Pavement Markings

Mobilization		All Required	$ 500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	396 Sq. Ft.	2.00	792.00
Temporary Barricades	3 Each	10.00	30.00
Flagmen	500 Hour	4.00	2,000.00
Thermoplastic Pavement Arrows	44 Each	40.00	1,760.00
Thermoplastic Pavement "Only's"	8 Each	95.00	760.00
Thermoplastic Pavement "Schools"	11 Each	155.00	1,705.00
Thermoplastic Pavement "Railroad Crossing Markings"	45 Each	200.00	9,000.00
Thermoplastic Pavement Line	20,916 Sq. Ft.	1.40	29,282.40
		SUBTOTAL	$ 46,329.40
		Engineering	6,717.60
		TOTAL	$ 53,047.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,500.00	$ 5,500.00
Pavement Markings	53,047.00	53,047.00
TOTAL	$58,547.00	$58,547.00

Group 1 100%
Contract No. 9544
Prefix: 327-1009 (Const.)
Prefix: 327-1985 (PE)

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-49

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

52.7

State: Oregon
County: Polk
Project No.: PMS-000S(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets (Dallas, Monmouth-Independence)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-14-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 100.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,500.00	$ 5,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

GenFile

Oregon State Highway Division
Salem, Oregon May 20, 1982

Federal-Aid Project
No. PMS-000S(114)

Dallas, Monmouth-Independence Pavement Marking Project
City Streets in Polk County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$5,500.00
	TOTAL	$5,500.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,500.00	$ 5,500.00
Retain in Program		
Contract Work	50,000.00	50,000.00
TOTAL	$55,500.00	$55,500.00

Group 1 100%
Prefix: 327-1985

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DALLAS, MONMOUTH INDEPENDANCE PAVEMENT MARKING PROJECT

WEEK ENDING: 2/11/84

SECTION PREFIX: 327-1009

HIGHWAY: VARIOUS HIGHWAYS & STREETS

COUNTY: POLK

NAME OF JOB: DALLAS,MONMOUTH,INDEPENDANCE P-M-P

KIND OF WORK: PAVEMENT MARKING

CONTRACTOR: KASPAC INDUSTRIES

CONTRACT NUMBER: 9544

FEDERAL AID PROJECT NUMBER: PMS 000S(114)

DATE OF CONTRACT: 9/15/82

DATE WORK STARTED: 5/24/83

ESTIMATED COMPLETION DATE: 7/2/83

SPECIFIED WORK DAYS: 190

WORK DAYS USED: 188

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 4

SPECIFIED CALENDAR DAYS: --------

CALENDAR DAYS USED: --------

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 53,047.16

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 48,414.22

ENGINEERING AUTHORIZATION: $ 4,632.94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,565.00

ENGINEERING COST TO DATE: $ 14,000.00

DATE PROJECT WAS COMPLETED: 7/5/83

ESTIMATED PERCENT: OVERRUN UNDERRUN: +13% XXXX

PERCENT OF AUTHORIZATION: 302 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	PAVE MARKING	
--------	--------	--------	--------	--------	--------	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				K
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

REQUEST FOR ADDITIONAL AUTHORIZATION FORTHCOMING.

SUMMARY:

CONTRACT WORK COMPLETED	7/5/83	
FINAL INSPECTION	8/5/83	
3rd NOTIFICATION DATED	11/8/83	RESCINDED UNTIL ADEQUATE CERTIFICATION OF THERMO PLASTIC MATERIALS IS RECEIVED.
SEMI-FINAL SUBMITTED TO REGION	12/8/83	, TEST SUMMARY SENT BACK 12/11/83.

RESENT TEST SUMMARY TO REGION TO COMPLETE SEMI-FINAL 2/8/84.

VOID 3rd NOTE. DATED 11/8/83. REVISED 3rd NOTE. 1/3/84/

LAST WEEKLY REPORT FOR THIS PROJECT.

SIGNED ______ LOCATION SALEM

ARVEY D. NELSON

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE September 9, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 9, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 9, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structure

   Project delayed. To be advertised at a later date.

2. Malheur River (Lytle Blvd.) Bridge (Vale)
   Lytle Boulevard, Malheur County
   Bridge Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Dallas, Monmouth-Independence Pavement Marking
   Various highways and city streets, Polk County
   Pavement Marking

   Crosswalks and school crosswalk markings will be installed for pedestrian use.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(114)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20077

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/82	8. FEDERAL ROUTE NUMBER Various	9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Dallas, Monmouth-Independence Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Pavement Markings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 8/17/82 request and certifying statements are accepted

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $156,570 Federal funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO
FOR
Info R/E Act

14. DATE 8/19/82	15. SIGNATURE OF APPROVING OFFICIAL EJ Valach	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

93444

July 21, 1982

City of Dallas
City Hall
Dallas, OR 97338

AGR 4-1

Attention: Deanna James
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Letter of Understanding Agreement for a Title II, Pavement Marking Project, on various city streets.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

July 21, 1982

City of Monmouth
City Hall
Monmouth, OR 97361

AGR 4-1

Attention: Joan E. Howard
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Letter of Understanding Agreement for a Title II, Pavement Marking Project, on various city streets.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9544

GENERAL FILES

June 14, 1982

City of Independence
City Hall
Independence, OR 97351

AGR 4-1

Attention: Dorothy Pugh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Letter of Understanding Agreement for a Title II Pavement Marking Project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9-44

City of Dallas

REGION 2 ENGINEER
RECEIVED
☐ RLE JUN 1982 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE 5

June 5, 1982

Phillip O. Stearns
Region II Federal Aid Specialist
2960 E. State Street
Salem, Oregon 97310

Dear Phil:

Attached hereto is a copy of Resolution #2278 unanimously approved by the Dallas City Council at their regular meeting on June 7, 1982. Also attached are three copies of a letter of understanding for the pavement marking project in Dallas to be funded as Federal Aid Funds made available through the Title II program.

Thank you again for your assistance in this effort. We look forward to the accomplishment of the project.

Sincerely,

Howard D. Brandvold
City Manager

HDB/dmj
Enc. (2)

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 9 1982
REFERRED TO____________
FOR____________
FILE: PM FA LG.

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

City of Independence
P. O. BOX 7, INDEPENDENCE, OREGON 97351
(503) 838-1212

"Where Rolled The Wagon Train"

May 27, 1982

REGION 2 ENGINEER
RECEIVED
JUN - 1 1982
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
Dept. of Transportation
Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

Re: Monmouth/Independence - Dallas
Pavement Marking Project

Dear Phil:

Enclosed in the above please find three executed copies of the Letter of Understanding together with three copies of Independence Resolution No. 668 in support thereof. The City awaits receipt of a fully executed copy for our records.

Thank you.

Very truly yours,

Marilyn J. Harbur

Marilyn J. Harbur
City Attorney/Planner

lmhr
Encls.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 1 1982
REFERRED TO
FOR
FILE: PM FA LG.

PS&H/

Form # 734-3030

(DMI0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dallas, Monmouth-Independence Pavement Marking Project

Date ...., 19....

Highway State Highway and City Streets

Authorization No. 1

County Polk #27

Survey Prefix 327-1985 (Assigned by Salem office)

5-25-82

Description of termini, route, length, etc.:

State Highways and City Streets in the Dallas, Monmouth-Independence urban area.

Purpose of survey:

To identify and prepare an inventory of locations and nature of pavement marking needs in the Dallas, Monmouth-Independence urban area. Work to be performed by Contract.

Field Survey	901		$3,000
Final Design	905	2,200	~~500~~ ~~2000~~
Prog. Management	920		300
Specifications	921		~~2000~~
Adm Serv. (Eng)	922		~~1,100~~

Appr. by Hwy Eng'r 4-14-82 $50,000 PMS

Total estimated cost of survey 5,500 $ ~~8,300~~ ~~3,800~~

Previous authorization ....

Additional authorization requested ....

Additional authorization approved (Salem) ....

Total all authorizations approved (Salem) ....

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 25 1982
LOCATION SECTION

Requests made by:

.... Field Engineer

Recommended for Approval:
Frank E. Pospisil
Location Engineer

Recommended for Approval:
Phillip O. [illegible]
for Regional Engineer

Approved:
[illegible]
Assistant State Highway Engineer

SP*19760-734

6-1-82
[illegible] to ma[illegible] [illegible] approval (5-14-82). [illegible]
[illegible]

7-44

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	PMS-000S(114)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Polk
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	20077

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/14/82	Various	City, County & State

10. GENERAL LOCATION:

Dallas, Monmouth - Independence Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,500 Federal Funds
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's 5/4/82 letter.

RECEIVED
STATE HWY ENGR
MAY 18 '82
REFER TO Moehring
FOR
Info | Invt | R/D | C R | Sign | Act | File

ON fr

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/14/82	G. K. Hassner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 4, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20077
Project No. PMS-000S(114)
Dallas, Monmouth-Independence Pavement Marking Project
Polk County

Attached data consists of PR-1 forms with project maps, Authority for Survey and Description of Procedures.

I request authorization to proceed with all phase of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $5,500 with an obligation of $5,500 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
C.O. Fredrickson, Region 2
General Files

Form 734-3122

STATE OF OREGON
Highway -- Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 12, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

A project has been requested to upgrade the pavement markings on the street and highway system within the Dallas and Monmouth-Independence urban areas.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	City Funds
State & City	Dallas & Monmouth Independence Pavement Marking Project Polk County	$50,000	$50,000	-0-	-0-

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np

APPROVED:

State Highway Engineer

DATE: 4/12/82

1982 Clackamas Town Center 9545
Sig, Sec, Cascade Hwy. N. &
Sunnyside Rd. (Tr. Sig.)

C & A 7586 - 3-18-82
- 11-14-84

~~ROW 12~~AGR 7
TRA 6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1984

In Reply Refer to
File No

Attorney Gile R. Downes
Suite 750 Morgan Building
720 S. W. Washington Street
PORTLAND OR 97205

MISC. CONTRACTS and
AGREEMENTS No.______

Dear Sir:

Enclosed is the copy of the Easement Agreement dated March 4, 1984, between your client Clackamas Town Center and the Oregon Department of Transportation for installation and maintenance of signs and traffic signal detectors at the Tri-Met bus entrance from the Park and ride facility at Clackamas Town Center to S. E. Sunnyside Road in Clackamas County.

Yours truly,

Adele L. Egan, Supervisor
Right of Way Office Unit

AL
mp
Enc.

cc: Comm. Services, w/orig.
L. E. George, w/c
Ed Hardt, w/c
Finance, w/c

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/22/84

AGENCY: TRI-MET AGREEMENT NO: 7586 PROJECT NO: IX-000C(23)26)

CONTRACT NO: 9545 SECTION: Clackamas Town Center Signals

PRELIMINARY ENGINEERING (Prefix No. 3-1919):

Project Manager ($137.33 Nonparticipating)	$ 4,835.50
Final Design	206.04
Traffic Section	5,570.35
Region Utility Liaison	492.74
Location	6.00
Program Section	320.07
Specifications	939.46
Administrative Services	21.03
R/W Utility Engineer	35.63
Training	98.74
TOTAL P.E. COST	$12,525.56

CONSTRUCTION (Prefix No. 3-1045):

Payment to Contractor	$ 80,854.17
Interest on Final Payment (Nonparticipating)	24.83
SFO #1 Permanent Pavement Striping	937.76
SFO #2 State Furnished Software	1,000.00
SFO #3 Signal Controller & OPTICOM Testing	3,375.00
SFO #4 Furnish & Install Loop Detectors (Clackamas County)	2,503.36
Construction Engineering ($91.53 Nonparticipating)	9,778.65
Traffic Section	34.64
Program Section	37.32
Administration of Retainage (Nonparticipating)	20.96
Salem Lab	1,386.91
Portland Lab	158.22
Technical Services	584.78
Construction Section	214.74
Region Office	959.82
EEO Monitoring	17.28
TOTAL CONSTRUCTION COST	$101,888.44

SUMMARY:

Total P.E. Cost	$ 12,525.56
Total Const. Cost	101,888.44
TOTAL PROJECT COST	$114,414.00
Less Federal Funds	(97,018.45)
TRI-MET SHARE	$ 17,395.55
Less P.E. Advance Deposit (5-18-82)	(2,415.00)
Less Const. Advance Deposit (10-12-82)	(15,200.00)
REFUND DUE TRI-MET	$ 219.45

GEZ:pf

9545

(ORIGINAL)

3-1045

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9-1-82
TO 3-30-84

FEDERAL AID PROJECT NO.
IX-000C(26)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$101,888.44	$101,751.12	85%	$86,488.45	$86,488.45	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
8-27-84

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	CLACKAMAS TOWN CENTER SIGNAL CASCADE HWY. N. AND SUNNYSIDE RD. CLACKAMAS COUNTY					
	CONSTRUCTION TYPE CODE Y033 SIGNAL (2 LOCATIONS)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$ 80,854.17	
SFC	#1 PERMANENT PAVEMENT STRIPING (STATE)	ALL REQUIRED			937.76	
SFC	#2 STATE FURNISHED SOFTWARE PROGRAM(STATE)	ALL REQUIRED			1,000.00	
SFC	#3 SIGNAL CONTROLLER & OPTICOM TESTING (STATE)	ALL REQUIRED			3,375.00	
SFC	#4 FURNISH AND INSTALL SIX LOOP DETECTORS (CLACKAMAS COUNTY FORCES)	ALL REQUIRED			2,503.36	
	TOTAL PARTICIPATING CONSTRUCTION COST				$ 88,670.29	
	CONSTRUCTION ENGINEERING STATE	ALL REQUIRED			$ 13,063.55	
	MISC PROJECT COST EEO MONITORING EXPENSE	ALL REQUIRED			17.28	
	TOTAL PARTICIPATING CONSTRUCTION COST				$101,751.12	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 24.83	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			112.49	
	TOTAL NON PARTICIPATING PROJECT COST				$ 137.32	
	TOTAL PROJECT COST				$101,888.44	
	PREPARED BASED ON THE PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-9-84.					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
003-1045	1*	X10	-000C-026 APPR-580	86,488.45	101,888.44	101,751.12	85.00	86,488.45	86,488.45		
	8*	X10	-000C-026 APPR-580								
003-1045	PREFIX TOTALS			86,488.45	101,888.44	101,751.12		86,488.45	86,488.45		
003-1052	1	F	-0026-028 APPR-010	162,345.00	185,931.40	185,306.48	88.15	163,347.66	162,345.00	1,002.66 B	
003-1053	1	FR	-0024-036 APPR-110	616,878.00	373,826.87	355,407.62	88.15	313,291.82	313,293.99		2.17CR
	2	F	-0044-002 APPR-010	128,371.00	150,688.62	142,219.58	88.15	125,366.56	125,366.95		.39CR
003-1053	PREFIX TOTALS			745,249.00	524,515.49	497,627.20		438,658.38	438,660.94		2.56CR
003-1058	1	HES	-0024-035 APPR-141	147,420.00	154,302.49	153,806.26	90.00	138,425.63	138,425.63		
003-1059	1	X10	-0026-032 APPR-178	750,194.00	917,425.37	915,868.62	85.00	778,488.33	750,194.00	28,294.33 B	
	8	X10	-0026-032 APPR-178	59,000.00	71,116.21	70,976.35	85.00	60,329.64	59,000.00	1,329.64 B	
003-1059	PREFIX TOTALS			809,194.00	988,541.56	986,844.67		838,817.97	809,194.00	29,623.97	
003-1062	1	HES	-0024-039 APPR-141	4,950.00	2,953.51	2,953.51	90.00	2,658.16	2,577.05		81.11
003-1063	1	HES	-9713-005 APPR-141	50,000.00	25,228.76	25,188.79	90.00	22,669.91	17,019.01		5,650.90
	8	HES	-9713-005 APPR-141	4,781.00	2,925.77	2,922.29	90.00	2,630.06	1,659.99		970.07
003-1063	PREFIX TOTALS			54,781.00	28,154.53	28,111.08		25,299.97	18,679.00		6,620.97
003-1066	1	X10	-9565-014 APPR-580		15,747.13	15,747.13	85.00	13,385.06		13,385.06 A	
003-1068	1	HES	-0024-041 APPR-141	17,550.00	1,125.30	1,125.30	90.00	1,012.77	1,012.77		
004-1031	1*	F	-0206-004 APPR-010	4234,014.68	4835,584.35	4803,193.06	88.15	4234,014.68	4234,014.68		
004-1035	1*	FR	-2701-005 APPR-110	1798,267.40	2046,781.18	2040,008.40	88.15	1798,267.40	1798,267.40		
004-1039	1	F	-0001-016 APPR-010	485,312.00	551,926.67	550,176.10	88.18	485,145.28	485,159.42		14.14CR
	2	FR	-0001-016 APPR-110	823,250.00	941,630.24	940,343.02	88.18	829,194.48	823,250.00	5,944.48 B	
	8	F	-0001-016 APPR-010	69,000.00	77,442.81	77,307.33	88.18	68,169.60	68,171.90		2.30CR
004-1039	PREFIX TOTALS			1377,562.00	1570,999.72	1567,826.45		1382,509.36	1376,581.32	5,944.48	16.44CR
004-1041	1	F	-2701-008 APPR-010	43,643.00	51,312.08	51,230.05	88.15	45,159.29	43,643.00	1,516.29 B	
	2	HES	-2701-008 APPR-141	901,800.00	994,989.91	993,829.62	90.00	894,446.67	894,179.81		266.86
	3	RS	-0132-002 APPR-075	124,086.00	139,931.03	139,649.74	88.15	123,101.25	123,031.55		69.70
004-1041	PREFIX TOTALS			1069,529.00	1186,233.02	1184,709.42		1062,707.21	1060,854.36	1,516.29	336.56

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        AUGUST 1984        PAGE   12

                                                                                    FISCAL            GRAND TOTAL     ACTIVE  YRS
     DESCRIPTION                 PREFIX  FUNCTION SUB F  GR   CURRENT MONTH      YEAR TO DATE         TO DATE        BEG     END
                           003    1032     944     00 P 8                                                 53 08       82      84
                           003    1032     944     35 P 1                                                  6 53       82      82
                           003    1032     945     00 P 1           103 85            247 18           1 750 42       81      84
                           003    1032     945     00 P 8            22 80             54 26             375 48       82      84
                           003    1032     946     00 P 1                                              4,261 40       81      84
                           003    1032     946     00 P 8                                                651 76       82      84
                           003    1032     948     00 P 1                                              1,850 96       81      84
                           003    1032     948     00 P 8                                                 91 01       82      84
                           003    1032     950     00 P 1                                              4,939 01       82      84
                           003    1032     950     00 P 8                                                430 36       82      84
                           003    1032     950     00 N 1                                                 92 45       82      82
                           003    1032     950     00 N 8                                                  4 05       82      82
                           003    1032     955     00 P 1                                                 49 23       81      82
                                           TOT        P1            103 85            259 50       1,690,408 90
                                           TOT        P2                                             137,989 41
                                           TOT        P8             22 80             54 26         336,798 23
                                           TOT        N1                                              10,442 25
                                           TOT        N8                                                 422 79
                                        ** JOB TOTALS **            126 65   **       313 76   **  2,176,061 58   **

   CLACKAMAS TOWN CENTER SIGNAL  CONT NO 9545 = FA PROJ NOS Y10 0000026 100                        Y10 0000026     STATE
                           003    1045     201     00 P 1                                             80,854 17       83      84
                           003    1045     206     00 N 1                                                 24 23       84      84
                           003    1045     210     02 P 1                                              1,000 00       83      83
                           003    1045     270     01 P 1  SFC#1                                         937 76       83      83
                           003    1045     270     03 P 1  SFC#3                                       3,375 00       83      83
                           003    1045     270     04 P 1  SFC#4                                       2,503 36       84      84
                           003    1045     296     00 N 9            555 83CR          555 83CR       99,488 45CR     82      84
                           003    1045     298     00 N 9            555 83            555 83         86,488 45       82      84
                           003    1045     299     00 N 9                                             13,000 00       83      83
                           003    1045     900     00 P 1  Const Engr  7 91              7 91          9,323 22       82      84
                           003    1045     900     00 P 8              7 91CR            7 91CR                       82      84
                           003    1045     900     00 N 1                                                 91 53       83      83
                           003    1045     911     00 P 1  Tr. Sec.    1 04              1 04             34 64       82      84
                           003    1045     911     00 P 8              1 04CR            1 04CR                       82      84
                           003    1045     920     00 P 1              1 12              1 12             37 32       82      84
                           003    1045     920     00 P 8              1 12CR            1 12CR                       82      84
                           003    1045     928     00 N 1                                                 20 96       83      83
                           003    1045     940     00 P 1                                              1,386 91       83      84
                           003    1045     941     00 P 1                                                158 22       83      84
                           003    1045     944     00 P 1  Tech Serv.  4 33              4 33            584 78       82      84
                           003    1045     944     00 P 8              4 33CR            4 33CR                       82      84
                           003    1045     945     00 P 1                45                45            214 74       82      84
                           003    1045     945     00 P 8                45CR              45CR                       82      84
                           003    1045     946     00 P 1                                                959 82       83      83
                           003    1045     948     00 P 1  Sen Const Engr                                363 90       82      84
                           003    1045     985     00 P 1  EEO Monitor                                    17 28       83      83
                                           TOT        P1             14 85             14 85         101,751 12
                                           TOT        P8             14 85CR           14 85CR
                                           TOT        N1                                                 137 32
                                        ** JOB TOTALS **                     **                **    101,889 44   **
```

rll

cc: OSHD (Cc ter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3/13/84	REPORT MADE BY Paul Padilla, Hwy Engr Trainee		PROJECT NO. IX-000C(26)
COMPLETION DATE 5/10/83	ACCEPTANCE DATE BY CONTRACT AGENCY 9/30/83	TIME ELAPSED 100 %	CONTRACT TIME 120 CD
APPROVED EXTENSIONS NONE	LOCATION 3 different locations in Clackamas Town Center		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS TOWN CENTER SIGNALS
CASCADE HIGHWAY NORTH & SUNNYSIDE ROAD
Traffic Signal Installation

This project provided for the installation of traffic actuated signals at 3 different locations accessing Clackamas Town Center.

The final cost of the original contract items was $79,220 or a 1.0 percent underrun of the contract amount of $79,870. The final cost of the project including engineering and reimbursement of State Forces was $101,870.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
[illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/19/84	TITLE Field Operations Engineer	DATE 3/30/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

DEPARTMENT OF ENVIRONMENTAL SERVICES

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

October 19, 1983

Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

SUBJ: Limited Power of Attorney -
Clackamas County Development Agency
Realignment of Sunnyside Road at 82nd Avenue (#7867)
Engineering Design for Emergency Preemption System (#7845)
[illegible]

Dear Mr. Potter:

Attached herewith are two Limited Power of Attorney's for the above mentioned projects/agreements.

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/mb

Attach.

cc: John Rose
Department of Transportation
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

cc: Jan Peterson

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
[illegible] 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 3,525.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with the realignment of Sunnyside
Project Name

Road at 82nd Avenue (Agreement #7867)

.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County
Local Government Unit

Development Agency

this 6th day of October, 1983 by a vote of the majority of a quorum

of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Ralph Groener

Robert Schumacher – Chairman

Ralph Groener – Commissioner

Dale Harlan – Commissioner

Form No. 734-1812(2-80)

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $10,000.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with engineering design of an
Project Name

emergency vehicle preemption system for 82nd Avenue Sunnyside Road (Agreement

#7845).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Dev. Agency
Local Government Unit

this 6th day of October, 1983 by a vote of the majority of a quorum

of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Robert Schumacher - Chairman

Ralph Groener
Ralph Groener - Commissioner

Dale Harlan - Commissioner

Form No. 734-1812(2-80)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: E. L. Hardt
Metro Region Engineer
ATTN:
Jon Rose

DATE: October 11, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Fire Pre-Emption Agreement No. 7845
Clackamas Town Center
Cascade Highway No. 68 and Sunnyside Road

In a letter to Jon Rose, dated September 28, 1983, Winston Kurth (for D. R. Seigneur) requested that the OPTICOM installation work covered by Agreement No. 7845 at the Harmony Road/Sunnyside Road at 82nd Avenue be held in abeyance from the other intersections involved in this agreement. That work would be accomplished later in the realignment of Sunnyside Road with Harmony Road, which would entail a complete revision of that intersection. We agree with Mr. Kurth's request.

In regard to the other intersections involved in the pre-emption project, we have had conversations with Leon Stormo of the Traffic Signal Unit in which he requests that the work be done by State Forces. The work consists of OPTICOM installation only, and because of the complexity of the interconnect system and the programs being used, we do not believe that it would be in the best interest of the State to have an outside contractor working on the controllers of an operating system.

If this meets with your approval, please initiate an Order to Render Service and State Force Order to accomplish this task at your convenience.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

BET:ds

cc: M. C. Holmes
Lee Gunderson
Leon Stormo

Contains Recycled Materials

October 4, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9545

Gentlemen or Ladies:

Contract No. 9545 awarded to Hamilton Electric, Inc., for work on the Clackamas Town Center Signals Project on FAU 9713 and 9718 in Clackamas County was completed on July 1, 1983, and accepted by the State Highway Division on September 30, 1983.

Final payment in the amount of $662 will be released to the contractor after October 10, 1983. The total contract amount is $80,854.17 including $809.82 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Al Harwood

9-45

August 11, 1983

PRO

Mr. Winston Kurth
Assistant Director
Department of Environmental Services
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

We are in the preliminary engineering phase of an emergency vehicle preemption system installation on the Cascade Highway North (82nd Avenue) and Sunnyside Road in the vicinity of the Clackamas Town Center.

As specified in our Miscellaneous Contracts and Agreements No. 7845 the County Development Agency should now submit an advance deposit of $10,000.

On the attached sheet we have described three methods of advance deposit. Please use the option of your choice.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:DKD
Attachment
bcc w/AD #83-67: Jon Rose Metro Region
Vern Skoog -Please return completed AD #8367 when advance deposit is received.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-000C(26)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10204

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/20/83

8. FEDERAL ROUTE NUMBER FAU 9713 & 9718

9. STATE ROUTE NUMBER Primary 68 & County Road

10. GENERAL LOCATION:
Clackamas Town Center Signal System

11. GENERAL DESCRIPTION OF WORK
Furnish and install loop detectors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/20/83 as requested in Mr. Keasey's letter of 7/11/83 as being cost effective for the use of County Forces to proceed with the above work. State Force Order No. 4 representing work to be done by Clackamas County Forces is approved for a TEC of $582 Federal Funds $495.

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/25

14. DATE 7/19/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
53037	Ira, Edward W. and Agnes J.	$ 2,525.00
53038	Sharkey, David W. and Lois W.	1,375.00
53275	Miller, Fred J.	5,750.00
53294	Linde, Wallace W. and L. Marie	100.00
71-48.58	Today Outdoor Advertising	910.00
71-48.64	Today Outdoor Advertising	685.00
	6 Transactions	$ 11,345.00

(2) A letter-form agreement with the Clackamas County Development Agency and the Clackamas County Fire District No. 1 for the installation of an emergency vehicle pre-emption system on the Cascade Highway North (82nd Avenue) and Sunnyside Road in the vicinity of the Clackamas Town Center. The State will design the system, supervise the installation and maintain the equipment. The Development Agency will pay all costs of the project, and the Fire District will be responsible for equipment installed on its vehicles.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 11 day of July, 1983

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 7-8-83

PROJECT UNIT S ✓
PROGRAM UNIT K ✓
Johnson ✓

9545 60 N.

6 7-13

STATEMENT OF OVERRUNS AND UNDERRUNS

1 Versteeg
2 Adams
Do Not File
Wakeman

Project: Clackamas Town Center Signals m6 g
Highway: Cascade & Sunnyside Road
County: Clackamas

Contract No: 9545
Prefix: 003-1045
F.A. No: 1X-000C(26)

Item No.	Item	Unit	Original	Semifinal	±%

SUMMARY

	Original	Semifinal	±%
Bid Items	$ 79,865.00	79,216.35	-0.8
Anticipated Items	$ 8,500.00	8,500.00	
Contingencies	$ 3,976.43	PA 1,166.00	
Engineering	$ 8,836.50	EWO 809.82	
Liquidated Damages	$ --	Engr 6,500.00	
Total	$101,177.93	96,192.17	-4.9

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI #2 Temporary Signs

Only signs required were used. Most work performed off the street at one location at a time.

BI #3 Flagmen

Only the hours needed to perform the job safely were used.

NARRATIVE REPORT

Project: Clackamas Town Center Signals

Prefix: 003-1045 Contract: 9545 F.A. No.: IX-000C(26)

Date of Award: October 12, 1982

Date of Completion Time Limit: May 10, 1983 or 120 Calendar Days

Date Work Started: April 4, 1983

Date Work Completed: May 10, 1983

Time Overrun: None

Contractor: Hamilton Electric, Inc.

Subcontractor: Deans Concrete Cutting

This project provides signalization for the S.E. 82nd Avenue at Monterey and S.E. Sunnyside Road at Bus Exit (approximately 92nd Avenue) intersections. The signals are connected to the previously installed interconnect systems on 82nd Avenue and on Sunnyside Road.

The on-site contract work progressed very well and was completed in 5 (five) weeks. Hamilton had virtually all of his signal equipment, including the frequently late arriving controllers, on hand prior to work starting. Signal poles, also often late, were also available shortly after on-site work started.

Handling of traffic during construction presented no particular problems. When the Sunnyside roadway was cut to allow for the installation of electrical conduit a detour over the adjacent road was used. This enabled the Contractor to quickly complete his work and caused little inconvenience to the motoring public.

Contract plans did not call for the installation of sidewalk ramps on the west side of 82nd Avenue at Monterey. We determined they were needed since pedestrian crossings were provided and an existing curb was to be left in place. The ramps were constructed under "Extra Work."

We learned at the preconstruction conference that Clackamas County was soon to begin work on a project to remove surfacing on Monterey Ave. in the vicinity of our proposed detector loops. It was decided at the meeting that only three of the loops would be installed under this contract to provide the desired loop activation on a temporary basis. We are to receive a job credit from the Contractor for this deletion. Clackamas County intends to install the permanent loops under a State Force Order to be written against this project.

We note in looking at traffic signal projects that pedestrian push button instruction signs are mounted in varying ways. On this project the Contractor's submittal includes an indication that E-3953 - 2 hole signs would be used. This submittal was approved and that was the type of signs delivered and used on the job. We believe the 4 hole signs with the steel strips on the back provide a sturdier installation. Field drilling of additional holes in the white porcelain enamel face of the signs is not heartily recommended.

It may be necessary in the future for TRI-MET to add signs stating the Bus Exit is for busses only. At the present time that restriction is only indicated on the pavement markings.

Wayne Schulte

Wayne Schulte
Project Manager

WS:cls

95-5

8

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Clackamas Town Center Signals	WEEK ENDING June 4, 1983
		SECTION PREFIX 003-1045
	HIGHWAY Cascade Hwy. N. & Sunnyside Rd.	COUNTY Clackamas
NAME OF JOB	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Hamilton Electric, Inc.	CONTRACT NUMBER 9545	FEDERAL AID PROJECT NUMBER IX-000C(26)
DATE OF CONTRACT 10-12-82	DATE WORK STARTED 4-4-83	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 101,177.93	SPECIFIED COMPLETION DATE 5-10-83	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING $ 92,341.43	ENGINEERING AUTHORIZATION $ 8,836.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 89,531.00	ENGINEERING COST TO DATE $ 6,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION 71 %	DATE PROJECT WAS COMPLETED: 5-10-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Showers	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Cloudy	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

K

RECEIVED
JUN 6 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 5-29 to 6-4-83 Contract Work Completed
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office working on Semi-final

Known items needed for completion:

- Final payroll documents
- Certification for wood posts
- PA credit for deleted loops.

SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE OF OREGON

INTEROFFICE MEMO

TO: Mainor Holmes
Program Management

DATE: May 25, 1983

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Fire Preemption Agreement
Clackamas County

As far as the indemnification paragraph is concerned I don't know why any indemnification should be required between the parties as the contractor is going to indemnify the State and, if necessary, you can have the contractor indemnify the county. In that case it is all taken care of. There would be nothing wrong with providing in this agreement that the special provisions of the contract will require the contractor to indemnify the county as well as the State for anything that happens during the construction of the facility. That should protect the county. As far as us indemnifying the county - no.

As regards the request of the county to reject all bids, that is an option that you reserve when you bid contracts. I don't see anything wrong with allowing the county to preserve that option as long as it is spelled out in your special provisions that the county has the election, after the bids are received, to advise the State that it doesn't want to accept any of them. The county can start over because it is going to be at the cost of the county and as long as they are paying the bill they ought to name the tune to which the contractor dances. I do not see anything wrong with them rejecting a bid regardless of whether it is above or below 10%. Something may come up after the bids are let or after the bids are opened where the county all of a sudden is in a pickle and can't do the job and wants to pull out. As we can exercise that option, I see no reason why the county should not be allowed to exercise it also. This is really an administration problem rather than a legal one.

If they have any problems on it, have their county counsel call me as I know him and I can explain to him why he doesn't need to hold harmless and it should get the matter settled.

JLS:lt

S

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION

SUBJECT: Fire Preemption - Clackamas County

DATE: 2-9-83

Bud George - Bruce Taylor

FROM: Jon Rose

Attached is a package from Clackamas County Development Agency, with supporting information from Lee Gunderson, requesting Opticom pre-empt at seven signal locations. The agency wishes to be named in a 3-party agreement as the party which will pay all costs and the Clackamas County Fire District No. 1 would be shown as responsible for all other normal details in operation and control.

I believe that most required field work has already been done. Please advise if anything more is needed to initiate a project.

Jon Rose (SIGNATURE)

PLEASE REPLY HERE

CC: ________ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

willamette business forms

OREGON STATE HIGHWAY DIVISION

SUBJECT: Clackamas Co & C.C. Fire Dist #1	**TO:** Ton
DATE: 2-9-83	**FROM:** Lee

Attached is the previous correspondence & a recent request from David Seigneur to proceed with the installation of Opticom Fire Preemption on various traffic signals in Fire Dist #1 (Clackamas Town Center area)

The warrants & recommendations have previously been submitted to the Traffic Section (Recommendations attached)

Would you proceed with the agreements necessary to get this project underway

The contract would include opticom installation at the following locations (7)

(SIGNATURE)

PLEASE REPLY HERE

82nd Ave at North Town Center Access
" South Town Center Access
" Sunnyside - Harmony Rd

Sunnyside Rd @ SE 86th
SE 90th
I-205 Sbnd Ramps
I-205 Nbnd Ramps

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Ron - Pls contact County & get ball rolling.

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

THOMAS J. VANDERZANDEN
Project Development Director

WINSTON W. KURTH
Deputy Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

February 1, 1983

1A

F

Edward Hardt
Oregon State Dept. of Transportation
Highway Division
Milwaukie Office Building
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

SUBJ: Opticom System - Traffic Signal Installation

Dear Ed:

Clackamas County Development Agency in cooperation with Clackamas Fire District 1, would like to begin the installation of opticom pre-emption devices on a number of traffic signals in 82nd Avenue and Sunnyside Road. I am writing to you at this time to request that your department and the Development Agency begin initial discussions on this undertaking.

It would seem that the design and plan specifications, agreements, and construction contract, are among a number of items that must be considered prior to construction. The Development Agency is budgeted for this project during the current fiscal year.

Thanking you in advance for your kind consideration of the above request.

Sincerely yours,

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/mb

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

STATE OF OREGON

INTEROFFICE MEMO

TO: J. E. GEORGE
Traffic Engineer

DATE: September 3, 1982

FROM: Lee LEE GUNDERSON
Region Traffic Signal Supervisor

SUBJECT: TRAFFIC SIGNAL FIRE PREEMPT WARRANTS
& RECOMMENDATIONS
Clackamas County Fire District No. 1

OM MRE OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM LM

The attached traffic signal fire preempt warrants complete the request by Fire Districts 1 to Clackamas County, November 3, 1981.

It is my understanding that the fire district already has the funds allocated for installing the opticom detectors, so I would anticipate a project request from Clackamas County in the near future.

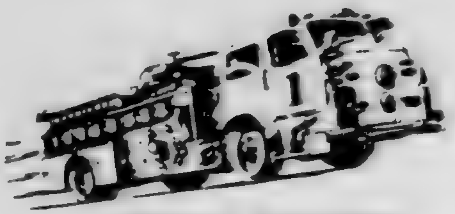
A number of the locations for opticom requested in the District's letter have been installed under previous contracts, or are scheduled to be included in upcoming projects.

Fire District No. 1 has mutual response agreements with the City of Milwaukie, Happy Valley, and Fire District 71. The attached map of Fire District No. 1 shows their boundries, locations of their fire stations, and the locations of the stations with mutual response responsibilities. As part of Fire District's No. 1 opticom program, they're providing emitters for engines in their mutual response package.

The geographics of Fire District No. 1 make 82nd Avenue the major north-south response corridor, and Sunnyside Road the major east-west response corridor. Therefore, I have recommended opticom for the through movement of these two corridors. The fire district's requests, and my recommendations, are listed on the following page.

LOCATION	REQUESTED	RECOMMENDED	INSTALLED
Sunnyside Road at Kaiser Hospital enterance	East - West North - South	East - West	East - West
Sunnyside Road at 97th	North - South East - West	East - West	East - West
Sunnyside Road at I-205 North bound	East - West North	East - West North	
Sunnyside Road at south bound ramp	East - West South	East - West	
Sunnyside Road at 90th	East - West North - South	East - West	
Sunnyside Road at 86th	East - West North - South	East - West	
82nd Avenue at Sunnyside - Harmony Road	East - West North - South	East - West North - South	
82nd Ave. at the south Town Center access	North - South East	North - South	
82nd Avenue at north Town Center access	North - South East	North - South	
82nd Avenue at Monteray	North - South East	North - South	Tri Met Town Center Project
82nd Avenue at King Road	North - South East - West	North - South West	Installed (under contrac
King, at Price-Fuller	North	none, existing hard wire from Fire Station	
Harmony Road at Price - Fuller	East - West South	East - West South	Installed (under contract)
82nd and Causey	Will be addressed when the fire station is relocated and S.E. Causey, west of 82nd, is constructed.		

LHG:ll
Attachment
Sent 9-3-82 cc: Ed Hardt
Maury Payne
Tom Schwab



HARRY L. CARPENTER
CHIEF

FIRE DISTRICT NO. 1
10639 S. E. FULLER ROAD • MILWAUKIE, OREGON 97222
FIRE ONLY 659-5444 • BUSINESS PHONE 654-7764

November 23, 1981

Mr. Bernie Straight
Clackamas County Road Superintendent
902 Abernethy Rd.
Oregon City OR 97045

Re: Opti-Com Emergency Traffic Signaling Devices
Mobile Units, Locations Needed, Costs

Dear Bernie:

In response to your request for information relative to the above I have met with Steve Amend, the Opti-Com Representative from the 3M Corporation, and we have researched our needs and they are as follows:

Locations for Opticom:

1. Kaiser Hospital Entrance - 4-way
2. 97th & Sunnyside Road - 4-way
3. Freeway Entrance, Northbound - 3-way NB-EB-WB
4. Freeway Entrance, Southbound - 3-way SB-EB-WB
5. 90th & Sunnyside Road - Mall Entrance 4-way SB-NB-EB-WB
6. 86th & Sunnyside Road - Town Center Entrance 4-way SB-NB-EB-WB
7. 82nd & Sunnyside Road - 3-4 way depending on controller
8. 82nd & Harmony Road - 3-way
9. Harmony & Fuller - 3-way when authorized
10. 82nd & Monteray - 3-way when authorized
11. 82nd & Causey - 4-way when authorized
12. 82nd at Sears Entrance - See Drawings
13. 82nd at Main Town Center Entrance - See Drawings
14. 82nd at King Rd. - 4-way 3 channels
15. King at Fuller - 1-way Pre-empt ?

Number of Mobile Units Needed:

4 Engines
1 Ladder Truck
2 Rescue Units
4 Chief Officer Vehicles
11 Total Mobile Units x $1150 each = a cost factor of $12,650 (approximate) our Department

Mutual Response Companies:

1 Engine (Clackamas Fire Dist. #71)
1 Engine (Milwaukie)
1 Truck (Milwaukie) <+ One for spare unit ->
1 Engine (Happy Valley)
4 Mobile Units x $1150 each = additional cost of $4,600 needed or a grand total of $17,250 for all fire and rescue companies responding within the Town Center periphery that would travel through the 15 traffic signals as noted.

There ar six (6) attachments that depict the main intersections and traffic flow patterns that are currently in operation or planned for the future. These should be of some assistance in planning for the installation of the Opticom System.

Outbound routes for emergency response from our current station at 10639 S.E. Fuller Road is either North on Fuller to King then either East to 82nd (North and South routing) or Westerly on King.

Outbound routes from our new Central Fire Station Complex planned for the "Causey Road Extension" between 82nd and Fuller Road would be: Causey to 82nd then North or South depending on location of emergency or West on Causey to Fuller then North or South depending on location of emergency.

I hope the foregoing information will be of some assistance to you in the planning for the implementation of the Opti-Com System in the 15 intersections that are adjacent to the Town Center and the Kaiser Hospital Complex.

Please advise if further information or input is needed.

Very truly yours,

H. L. Carpenter

H. L. Carpenter
Chief

HLC:au

cc: Winston Kurth
Dave Seignior

REEMENT FOR PROJECT COORDINATIO

PROJECT DESCRIPTION

This project is designed to provide Clackamas Fire District No. 1 with traffic signal pre-emption capability within the Clackamas Town Center Development Area. The project will involve the installation of mobile equipment to be attached to the fire district vehicles and more permanent equipment to be electrically interconnected to the traffic signals and signal controller mechanisms at specific intersections as identified in this Addendum for the purposes of providing for the safe and efficient movement of fire district vehicles and equipment.

Mobile Unit Traffic Pre-emption Devices

Mobile traffic pre-emption devices shall be purchased for the fire district by the AGENCY and shall be mounted and installed by the DISTRICT at DISTRICT expense as follows

QUANTITY	EQUIPMENT
4	Engines
1	Ladder truck
2	Rescue units
4	Chief officer vehicles
1	Spare mobile unit
4	Mutual response company equipment
16	Total Mobile Units

It is understood that all mobile equipment devices shall be the property of the DISTRICT and shall be installed, maintained and replaced by the DISTRICT according to the DISTRIC needs at no cost to the AGENCY OR Clackamas County.

Electrically Interconnected Traffic Signal Pre-emption Devices

The AGENCY in cooperation with Clackamas County and the Oregon State Department of Transportation shall schedule the design and installation of traffic signal pre-empt equipment that is electrically interconnected to the traffic signal and controller mechanisms. Based upon the schedule and design, the electrically interconnected equipme will be installed at the following signal location to the extent as indicated in the design.

- Kaiser Hospital entrance
- 97th Avenue and Sunnyside Road
- I-205 Freeway entrance, northbound
- I-205 Freeway entrance, southbound
- 90th and Sunnyside Road--Mall entrance
- 86th Avenue and Sunnyside Road--Town Center entrance
- 82nd Avenue and Sunnyside Road
- 82nd Avenue and Harmony Road
- Harmony and Price-Fuller Road
- 82nd Avenue and Monterey
- 82nd Avenue and Causey Avenue
- 82nd at Sears entrance, Town Center Mall
- 82nd at Main Town Center entrance
- 82nd at King Road
- King Road at Price-Fuller Road

7545

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO. 3-1919

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER P Oregon

FROM

TO 9/15/81

8/31/82

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-000C(23)

(*) Use Form FHWA-1447 for Final V a project constructed under certification accep or secon y road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,525.56	$12,388.23	85.00%	$10,530.00	$10,530.00	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 1/11/83 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clackamas Hwy. North & S.E. Sunnyside Road (Clackamas Town Center) Signals Cascade Hwy. in Clackamas County					
	Preliminary Engineering Type Code P.E. State	All	Required		$12,388.23	
	Nonparticipating Project Cost P.E. (State)	All	Required		137.33	
	Total Project Cost				$12,525.56	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD . .					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                    FISCAL          GRAND TOTAL
     DESCRIPTION                         PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE

                                                                                                                     STATE
  CLAKAMAS TOWN CENTER SIGS     CONT NO      * FA PROJ NOS X10 000C023 100
                                     003   1919      296      00 N 9 Ti. St.   293.73        6,257.71CR       12,530.00CR
                                     003   1919      298      00 N 9  Fed.     293.73CR      4,257.71         10,530.00
                                     003   1919      299      00 N 9 [illegible]             2,000.00          2,000.00
                                     003   1919      901      00 P 1 Proj Mgr.                 32.99           4,698.17
                                     003   1919      901      00 N 1                                               137.33
                                     003   1919      905      00 P 1 [illegible]              108.94             206.04
                                     003   1919      911      00 P 1 [illegible]   324.94CR  3,020.89           5,570.35
                                     003   1919      914      00 P 1 [illegible]               348.87             492.74
                                     003   1919      918      00 P 1 [illegible]                                     6.00
                                     003   1919      920      00 P 1 [illegible]               132.86             320.07
                                     003   1919      921      00 P 1 [illegible]               939.46             939.46
                                     003   1919      922      00 P 1 [illegible]                21.03              21.03
                                     003   1919      932      00 P 1 [illegible]  20.63CR       35.63              35.63
                                     003   1919      950      00 P 1 [illegible]                                    98.74
                                                     TOT      P1              345.57CR       4,640.67          12,388.23
                                                     TOT      N1                                                  137.33
                                                ** JOB TOTALS **              345.57CR**     4,640.67  **      12,525.56  **

                                                                                                                     STATE
  MCLAUGHLIN CORRIDOR RIDESHARE CONT NO        FA PROJ NOS NRD 0032001 100
                                     003   1920      296      00 N 9                            40.72CR            84.84CR
                                     003   1920      298      00 N 9                            40.72              84.84
                                     003   1920      901      00 P 1             7.58           24.91             103.68
                                     003   1920      920      00 P 1                                               17.02
                                                     TOT      P1                 7.58           24.91             120.70
                                                ** JOB TOTALS **                 7.58  **       24.91  **         120.70  **

                                                                                                                     STATE
  OREGON CITY-NEW ERA           CONT NO        FA PROJ NOS F    0026028 100
                                     003   1927      296      00 N 9         3,217.53CR      8,670.55CR        8,670.55CR
                                     003   1927      298      00 N 9         3,217.53        8,670.55          8,670.55
                                     003   1927      901      00 P 1            84.17        3,766.16          3,927.48
                                     003   1927      905      00 P 1           118.93        2,500.39          4,218.47
                                     003   1927      909      00 P 1                           904.83          1,012.24
                                     003   1927      913      00 P 1             7.20            7.20              7.20
                                     003   1927      921      00 P 1           360.45        1,227.76          1,227.76
                                     003   1927      922      00 P 1            10.04           10.04             10.04
                                     003   1927      938      00 P 1                             1.98              1.98
                                                     TOT      P1               580.79        8,418.36         10,405.17
                                                ** JOB TOTALS **               580.79  **    8,418.36  **     10,405.17  **

                                                                                                                     STATE
  WILDWOOD - ZIGZAG             CONT NO        FA PROJ NOS F    0024034 100                     54.55CR            54.55CR
                                     003   1928      296      00 N 9                            54.55              54.55
                                     003   1928      298      00 N 9                            17.33              17.33
                                     003   1928      920      00 P 1                            44.53              44.53
                                     003   1928      923      00 P 1
```

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/03/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-1964	1	F -0070-001 APPR-010	20,450.00	10,604.40	10,411.82	88.15	9,178.02	2,847.09		6,330.93
001-1966	1	HES -0070-002 APPR-141	6,120.00	6,255.65	6,056.07	90.00	5,450.46	5,450.46		
002-1934	1	RF -0150-015 APPR-073	46,520.00	12,070.35	10,954.93	78.19	8,565.66	6,860.83		1,704.83
	2	F -0150-015 APPR-010	266,391.00	274,355.68	274,355.68	78.19	214,518.71	214,518.71		
002-1934		PREFIX TOTALS	312,911.00	286,426.03	285,310.61		223,084.37	221,379.54		1,704.83
002-1935	1#	U -0050-009 APPR-032	4,515.06	12,130.25	5,262.31	85.80	4,515.06	4,515.06		
002-1951	1	F -0901-001 APPR-010	248,600.00	266,843.40	266,817.65	85.80	228,929.54	227,403.92		1,525.62
002-1964	1	F -0901-003 APPR-010	25,299.00	24,683.96	24,606.50	88.15	21,690.63	20,283.25		1,407.38
002-1968	1	F -0901-004 APPR-010	20,722.00	18,831.47	18,831.47	88.18	16,605.59	14,303.11		2,302.48
003-1902	1	XI -9565-007 APPR-823	42,500.00	48,601.68	47,864.95	85.00	40,685.21	39,951.75		733.46
	2	X10 -9565-007 APPR-772	17,000.00			85.00				
	3	X10 -9565-007 APPR-580	35,105.00			85.00				
003-1902		PREFIX TOTALS	94,605.00	48,601.68	47,864.95		40,685.21	39,951.75		733.46
003-1903	1#	HES -0024-017 APPR-141	13,505.24	15,019.83	15,005.82	90.00	13,505.24	13,505.24		
003-1904	1#	HES -0026-015 APPR-141	17,180.18	19,089.09	19,089.09	90.00	17,180.18	17,180.18		
003-1905	1#	M -9565-008 APPR-W36	13,959.97	16,098.09	15,831.22	88.18	13,959.97	13,959.97		
003-1907	1#	RRS -0026-016 APPR-138	1,033.42	1,148.24	1,148.24	90.00	1,033.42	1,033.42		
003-1914	1	HES -9761-002 APPR-141	4,680.00	5,016.11	5,016.11	90.00	4,514.50	4,514.50		
003-1918	1	X10 -0026-025 APPR-772	60,500.00	82,542.26	81,954.93	85.00	69,661.74	60,500.00	9,161.74 8	
003-1919	1#	X10 -000C-023 APPR-772	10,530.00	12,525.56	12,388.23	85.00	10,530.00	10,530.00		
003-1920	1	NRD -0032-001 APPR-174	3,000.00	129.01	129.01	75.00	96.76	90.53		6.23
003-1927	1	F -0026-028 APPR-010	32,710.00	11,180.37	11,180.37	88.18	9,858.85	9,175.28		683.57
003-1928	1	F -0024-034 APPR-010	78,670.00	61.86	61.86	88.18	54.55	54.55		
003-1929	1	HES -9713-005 APPR-141	9,000.00	16.58	16.58	90.00	14.92	14.92		
003-1950	1#	M -9565-005 APPR-W36	123,999.47	146,762.91	144,521.53	85.80	123,999.47	123,999.47		
	2	XI -9565-005 APPR-823	98,855.82	115,216.57	115,216.57	85.80	98,855.82	98,855.82		
003-1950		PREFIX TOTALS	222,855.29	261,979.48	259,738.10		222,855.29	222,855.29		

7545

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
11-3[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-4-82

FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Clackamas

Project No.
IX-000C(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clackamas Town Center Signal

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-82	0.00

OTHER *(Specify)*

FUNDS PRO RATA 85.[illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 101,177.00	$ 86,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. IX-000C(26)

Clackamas Town Center Signal
Cascade Hwy. N. and Sunnyside Rd.
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y033
Signal (2 Locations)

Temporary Protection and Direction of Traffic		All Required	$ 1,211.00
Temporary Signs	192 Sq. Ft.	4.50	864.00
Flagmen	40 Hour	5.00	200.00
Traffic Signal Installation, Complete		All Required	72,762.00
Fire Pre-emption System, Complete		All Required	4,828.00
			$ 79,865.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,500.00
State Furnished Software	All Required	1,000.00
Signal Controller Testing	All Required	2,175.00
"OPTICOM" Testing	All Required	1,050.00
Rewire Bus Detector Inputs	All Required	775.00
		$ 8,500.00
	SUBTOTAL	$ 88,365.00
	Engineering	12,812.00
	TOTAL	$101,177.00

Length of Project ----------- 0.00 mi.

Federal Funds (85%)----------$ 86,000
Other Funds ----------------- 15,177
TOTAL $101,177

Group 1 97%; Group 8 3%
Contract No. 9545
Prefix: 3-1919
Prefix: 3-1045

9545

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

FILE September 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
   Cascade Highway N. and Sunnyside Road, Clackamas County
   Traffic Signals

   Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
   Various City Streets (Portland), Multnomah County
   Traffic Signals

   Pedestrian signals to be installed on this project.

4. Beaver Creek Road
   Cascade Highway S., Clackamas County
   Grading and Paving

   Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

   Same as No. 1.

5. Lincoln City Pavement Marking Project
   Various Highways and Streets, Lincoln County
   Pavement Marking

   Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
   Portland, Multnomah County
   Building Demolition

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
   NW Front Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
   SE 182nd Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9545

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

9-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-000C(26)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10204

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER FAU 9713 & 9718

9. STATE ROUTE NUMBER Primary 68 & County Road

10. GENERAL LOCATION:

Clackamas Town Center Signals Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO [illegible]
FOR
Info Inves R/D [illegible] Sign Act File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

OPTICOM Testing	$1,050
State Furnished Software	1,000
Signal Controller Testing	2,175
Rewire Bus Detector Inputs S.F.	775
Permanent Pavement Striping S.F.	3,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/31/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $105,582 Federal Funds $89,774.

A signed copy of the Title Sheet is returned herewith.

14. DATE 9/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 SE 17th AVENUE
PORTLAND, OREGON 97202

August 27, 1982

Mr. Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
Metro Region
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Tri-Met has reviewed the enclosed plans for signalization of intersections at Clackamas Town Center. Comments are noted on the plans. Please let me know if we can be of further assistance.

Sincerely,

John A. Lackey, P.E.
Project Development Engineer

cc: Paul Bay
Dennis Robertson

JAL/bv

MA PDM PDE FFM SPC
ODOT - METRO
AUG 31 1982
BM PAR PPC FILE T/A

From Metro JON ROSE
Date 8-31-82
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: Here are plans for the Clackamas Town Center signals, approved by Tri-Met. Tom Schwab has discussed the comments with Tri Met.

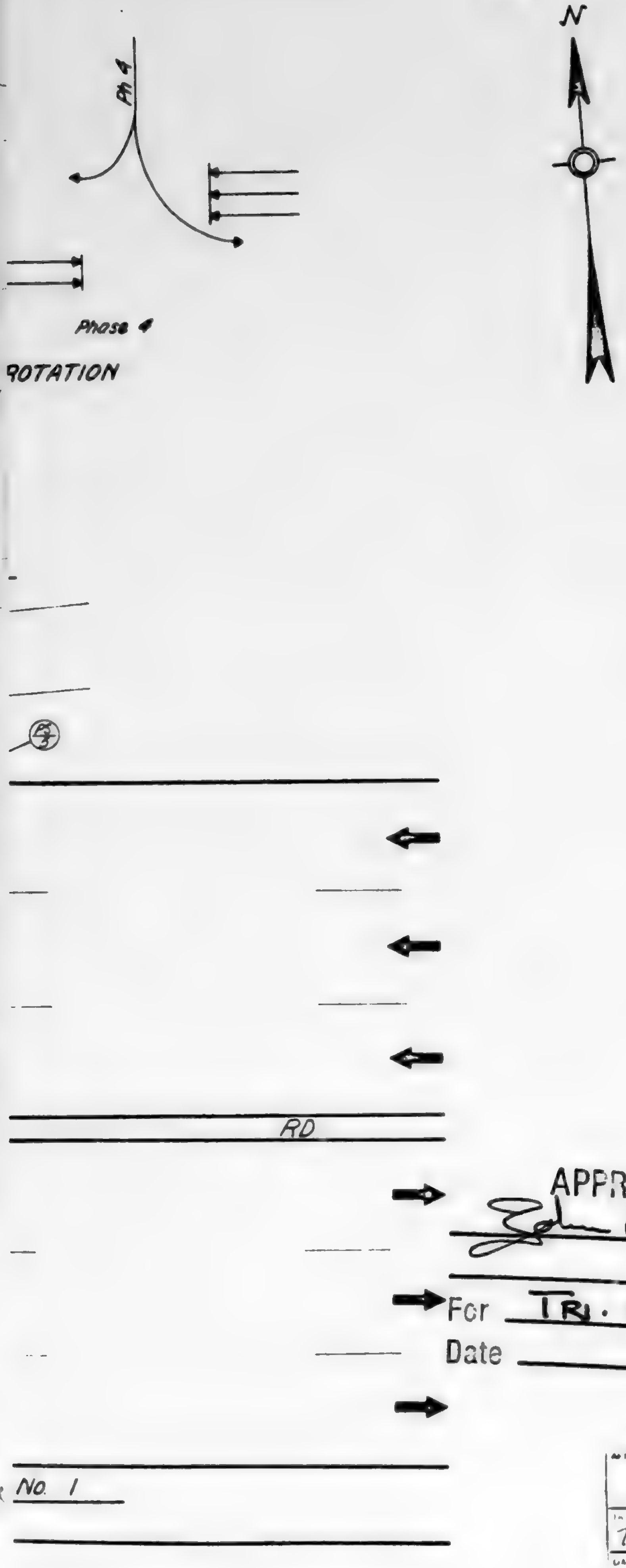
County and Metro Staff approvals were sent to you August 20 and August 13.

Please take appropriate action

Jon Rose

SIGNAL PLAN
SUNNYSIDE RD. AT CLACKAMAS TOWN CENTER BUS EXIT

SCALE 0 10 20 40 FEET



L E G E N D

C	Install Model 170 Controller in Model 332 Cabinet - field locate
SP/T	Install type (T) signal strain pole
SP/TB	Install type (T) signal strain pole with mast arm connection
MP/T	Install type (T) mast arm pole
MA/L	Install (L) foot signal mast arm
V/Ph	Install phase (Ph) vehicle signal
P/T	Install type (T) modified pedestrian signal
CS/T	Install interior illuminated "NO TURNS" sign
TC	Install terminal cabinet
MS	Install 120 volt meter base
54	Install service cabinet with 30 amp breaker
N	Install (N) No. 14 type THWN wires
C	Install one No. 6 type THWN wire - signal system common
N/G	Install (N) No. (G) type TW wires
XN/G	Install (X)-(N) wire No. (G) control cables
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether cable
S	Install (S) inch electrical conduit
CS/S	Install (S) inch electrical conduit stub - cap both ends
FP/Ch	Install channel (Ch) fire pre-emption detector
FP/NP	Install (N) fire pre-emption feeder cables
PS/3	Install post mounted "STOP HERE ON RED (R10-6) sign

T = Type shown
L = Length shown
Ph = Phase shown
X = Number of cables
N = Number of conductors
A = Standard Plumbizer
E = Elevator Plumbizer

G = AWG wire size
S = Size shown
Ch = Channel shown
456 = 12"R, 12"Y, 12"G
423 = 12"R, 8"Y, 8"G

EX/1 Existing Power Pole-Power Source

APPROVED AS NOTED
John A. Jacks
For TRI-MET
Date

PRELIMINARY COPY
SUBJECT TO MUTUAL REVIEW

7/21/82
DATE

DESIGNED BY
CHECKED BY

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS TOWN CENTER SIGNALS SEC.
FAU 9713 & 9718 (CASCADE HWY. N & SUNNYSIDE ROAD)
CLACKAMAS COUNTY

July, 1982
Accompanied By Drwg's No
1470 1471, 1472, 1473, 1488 1489,
2990, 2991, 2992, 35009, 35010,

DWG NO 8415

March 29, 1982

ACC

Paul Bay, Director
Planning Department
Tri-Met
4012 SE 17th Avenue
Portland, Oregon 97202

Dear Mr. Bay:

We have approval, from the Federal Highway Administration, to proceed with the preliminary engineering phase on the S.E. 82nd Drive at Monterey Avenue and S.E. Sunnyside Road at Clackamas Town Center Park and Ride Lot Access. The project agreement states that Tri-Met will submit an advance deposit prior to state proceeding with the work. The computation of Tri-Met's deposit is:

Total Estimated P.E. Cost	$16,100
Less Federal Funds	13,685
Tri-Met Advance Deposit	$ 2,415

We will proceed with preliminary engineering when we receive your advance deposit.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

GEZ:nf
Attachment

bcc w/AD # 82-21: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-21 when advance deposit is received.

5-18-82
Diane says we rec'd check for $2,415.
G

9545

March 18, 1982

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

TRI-MET
4012 S.E. 17th
Portland, OR 97202

MISC. CONTRACTS and
AGREEMENTS No. 7556

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for an Interstate Transfer Project on Cascade Highway North (82nd Avenue) at Monterey Street and on Sunnyside Road at the entrance to the Clackamas Town Center Park and Ride Transit Station.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment
bc: Don Harwell (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: October 26, 1981

FROM: Dwayne K. Hofstetter
Traffic Control Engineer

SUBJECT: Bus Lane Exit Signals - Clackamas Town Center

A draft agreement for the installation of traffic signals for buses at the Clackamas Town Center was recently reviewed by this office. None of the standard traffic signal warrants are met at the proposed locations for the installation of traffic signals.

Cliff Christensen, Area Engineer for the FHWA was contacted to see what his reaction would be to submitting warrants based on delay instead of utilizing the standard warrants. He indicated that they would be receptive to such an approach and didn't think that there would be any problem with obtaining approval.

Therefore, we will proceed with the project, as planned.

DKH:sh

cc: Don Adams
Ed Hardt
D. E. Swan ✓

MH

75/5

68 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Clackamas Town Center Signals

HIGHWAY NAME: Cascade Hwy. N. and SE Sunnyside Road

HIGHWAY NUMBER: 68

REGION: 1

ADMINISTRATIVE DISTRICT: 2B

COUNTY: Clackamas

CITY:

LENGTH: N/A

MILEPOST NUMBER: 8.8 TO 9.2

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Tri-Met

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install traffic signals at the intersection of Cascade Hwy. N. (SE 82nd Ave.) @ Monterey St. and on SE Sunnyside Rd. at the bus lane exit from the future Clackamas Town Center Park & Ride lot.

These signals are to include detection loops and turning phases to accommodate bus movements at each location. Fire pre-empt "Opticom" devices are to be included in each installation to accommodate emergency vehicles in both directions on SE 82nd Ave. and on SE Sunnyside Road.

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Turpin
Trout
4 Wakerlig

RECEIVED
OCT 8 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980- 21,400(82nd.),14,300(Sunnyside)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):
45 - 82nd. Ave.
40 - Sunnyside Rd.

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

File Copy

APPROVED
Location Engineer
Date 10/15/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	No changes.	___ ___ ___
SHOULDERS		___ ___ ___
MEDIANS		___ ___ ___
PARKING LANES		___ ___ ___
SIDEWALKS		___ ___ ___
BIKEWAYS		___ ___ ___
INTERCHANGES		___ ___ ___
OTHER:		___ ___ ___

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals (two)	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

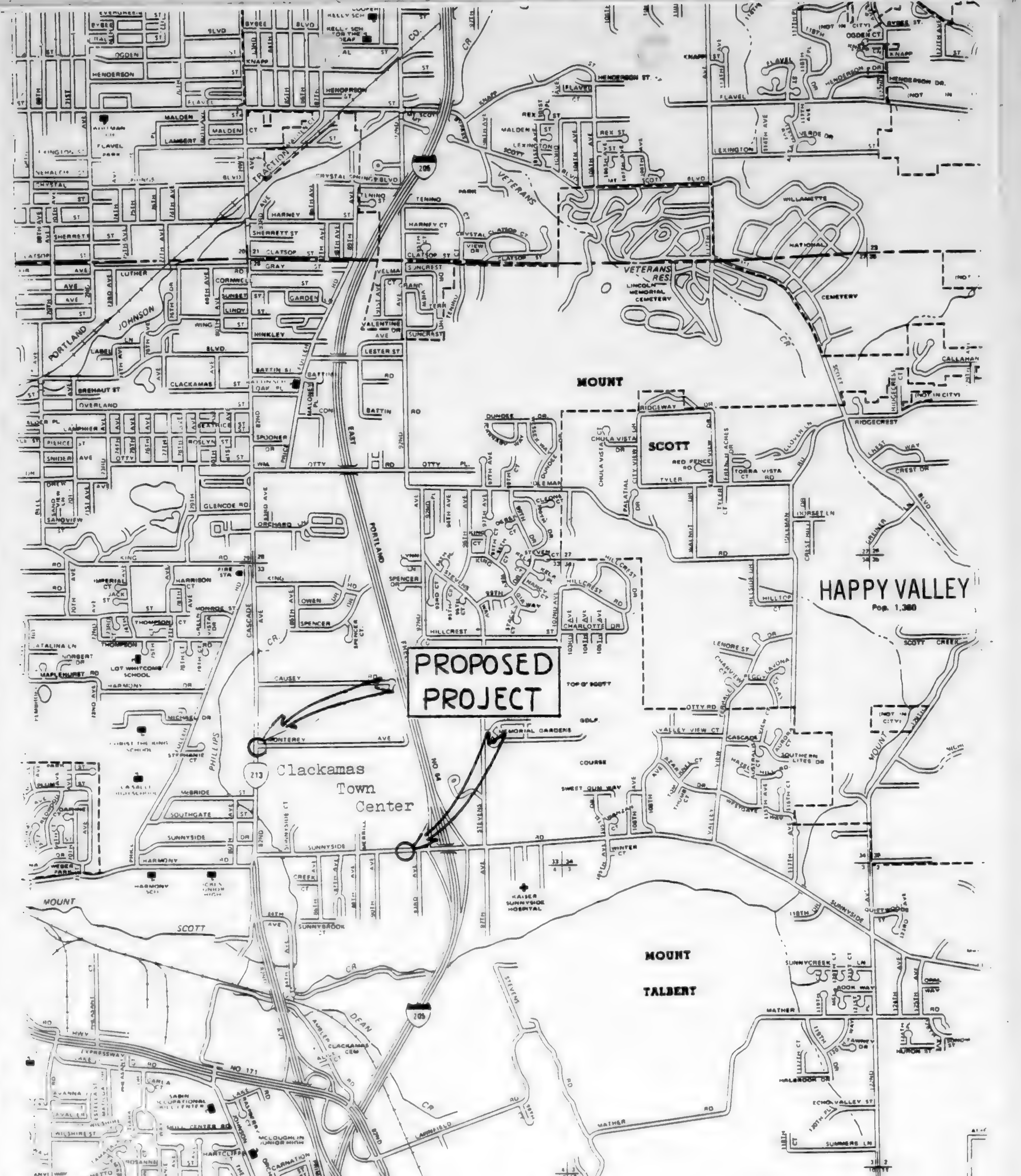
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,100	
RIGHT OF WAY		
TRAFFIC CONTROL (two signal installations)	135,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	151,100	

SUBMITTED BY ______________________________


PROPOSED PROJECT
Clackamas Town Center
213
205
HAPPY VALLEY
Pop. 1,380
MOUNT
SCOTT
MOUNT
TALBERT
VETERANS
LINCOLN MEMORIAL CEMETERY
PORTLAND
JOHNSON
EAST
PORTLAND
SUNNYSIDE
KAISER SUNNYSIDE HOSPITAL
SCOTT
CR
DEAN
CLACKAMAS
LOT WHITCOMB SCHOOL
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
HARMONY SCH
MEMORIAL GARDENS
GOLF
COURSE
TOP O' SCOTT
CAMP WITHYCOMBE

U. S. DEPARTMENT OF TRANSPOR~~ ~~TION
FEDERAL HIGHWAY ADMINIST~~ ~~TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10204	1. FEDERAL-AID PROJECT NO. IX-000C(23) 2. STATE PROJECT NO. See below 2A. COUNTY NAME Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/15/81	FAU 9713 & 9718	City Streets

10. GENERAL LOCATION:

Cascade Highway North & SE Sunnyside Road (Clackamas Town Center) Signals

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $16,100 - F.F. $13,685
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 9/14/81.

(Funds from 81 supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
Planning
FOR

orig
9-23

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/15/81	G K [illegible]	for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

7545

9-14-81

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED U	ROUTE NO. STATE
St, Cascade Hwy. N. & SE Sunnyside Rd. Clackamas Town Center Signals	772	10204	IX-000C(23)	9713 9718	Streets

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Clackamas 005 (I-80N Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ XXXX Approved in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '81 AE/TIP on page 150 as #117.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 16,100
85%	FF	$ 13,685
	STATE	$ ----
15%	Tri-Met	$ 2,415

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of "Authority for Survey", project maps and signal warrents for the 2 locations set forth in attachment.
2) Request based on Sept. 10, 1981 letter to you from Mr. Klaboe, Dir. of DOT.
3) The funds for this project are to come from the FY '81 supplemental allocation.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
9/14/81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

xc: GENERAL FILES

9545

DATE: September 10, 1981

CON 21-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Interstate Transfer Project

On the Consent Calendar for the September 24 meeting will be a request for approval of a project to install traffic signals on the Cascade Highway North and on Sunnyside Road in the vicinity of the Clackamas Town Center. A portion of the project could be approved under authority delegated to me; however, since the project involves improvements and future maintenance responsibilities on the State Highway System, your approval is requested.

The project will signalize the intersections of S.E. 82nd Avenue (Cascade Highway North) at S.E. Monterey Avenue, and S.E. Sunnyside Road at Clackamas Town Center Park and Ride Lot access, as shown on the attached map. The signals will be interconnected to provide a coordinated signal system on the Cascade Highway and on Sunnyside Road.

State will perform preliminary engineering and will supervise construction of the project.

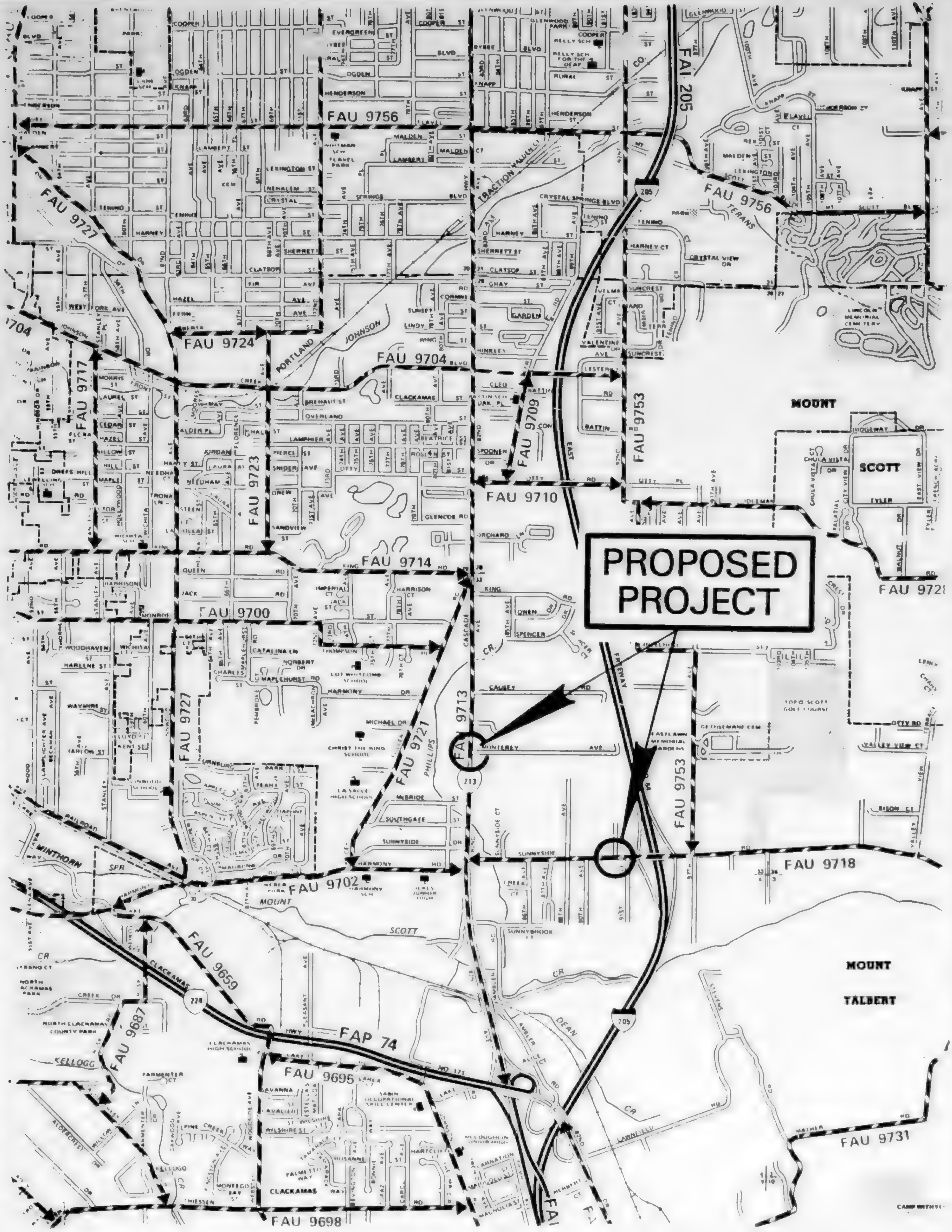
The project will be financed from Interstate Transfer Funds withdrawn from the Mt. Hood Freeway, estimated to be $128,435 with TRI-MET providing all of the local match, $22,665.

I recommend your approval of the project and request authorization to sign the necessary agreements for and on your behalf.

Attachment

GEZ:pf

bcc:	F. B. Klaboe	C. T. Keasey
	R. Gormsen	R. N. Bothman
	D. H. Moehring	D. E. Swan
	F. S. Hunter	G. Bell
	R. L. Schroeder	



PROPOSED PROJECT

FAU 9756
FAI 205
FAU 9727
FAU 9724
FAU 9704
FAU 9717
FAU 9723
FAU 9709
FAU 9753
FAU 9710
FAU 9714
FAU 9700
FAU 9713
FAU 9721
FAU 9718
FAU 9702
FAU 9659
FAU 9687
FAP 74
FAU 9695
FAU 9698
FAU 9731
FAU 9728
FAU 9756
MOUNT
SCOTT
MOUNT
TALBERT
205
213
224
FREEWAY
EAST
CASCADE
PHILLIPS
PORTLAND
JOHNSON
SUNNYSIDE
MONTEREY
CAUSEY
HARMONY
CLACKAMAS
MOUNT SCOTT CR
EASTLAWN MEMORIAL GARDENS
TOPO SCOTT GOLF COURSE
LINCOLN MEMORIAL CEMETERY
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
CLACKAMAS HIGH SCHOOL
NORTH CLACKAMAS COUNTY PARK
KELLOGG
RAILROAD
WINTHORN
SPR

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 2, 1981

File No: 10038

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Clackamas Town Center Signals
Cascade Hwy.N. and SE Sunnyside Rd.
Clackamas County
Planning File 10038

Copy to Terpin
9-4-81

Here is our programming packet for the subject project. Included are a Project Request, Authority for Survey, Location Prospectus, traffic signal warrants, letter from L.E. George, copy of MSD Transaction #8106041, and a letter from Jon Rose regarding the necessary project agreement.

This is a Mt. Hood Transfer project sponsored by Tri-Met. Funding was established by MSD Transaction #8106041 which shifted funds from Clackamas Town Center Transit Center to this project.

The environmental aspects of this project are covered by the Statewide Categorical Exclusion. There is no waterway involvement.

The MSD funding authorization is not adequate to fund all the construction. Tri-Met will make an additional adjustment to fully fund construction.

Please request FHWA approval and obligation of $16,100 (TEC) for preliminary engineering at this time. This obligation is to come from the Supplemental FAIX funds.

TAS:ECM:JS

cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

Attachments

c: C. [illegible] (orig)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

4345

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: September 1, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME Clackamas Town Center Signals	
HIGHWAY NAME Cascade Hwy. N. and SE Sunnyside Road	HIGHWAY NUMBER 68

REGION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Clackamas	CITY
LENGTH N/A	MILEPOST NUMBER 8.8 TO 9.2	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO — IF YES, UNIT OF GOVERNMENT: Tri-Met

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install traffic signals at the intersection of Cascade Hwy. N. (SE 82nd Ave.) @ Monterey St. and on SE Sunnyside Rd. at the bus lane exit from the future Clackamas Town Center Park & Ride lot.

These signals are to include detection loops and turning phases to accommodate bus movements at each location. Fire pre-empt "Opticom" devices are to be included in each installation to accommodate emergency vehicles in both directions on SE 82nd Ave. and on SE Sunnyside Road.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 24,600 (82nd Ave.)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	No changes.	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYB
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals (two)	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTIN

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,100	
RIGHT OF WAY		
TRAFFIC CONTROL (two signal installations)	135,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	151,100	

SUBMITTED BY ______________________

Form ?-35 (Rev. 9-71)

10038

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Clackamas Town Center Signals

Highway: Cascade Hwy. N. & Sunnyside Rd.

County: Clackamas County

Date: September 1, 1981

Authorization No. 1

Survey Prefix 3-1919 (Assigned by Salem office)

Description of termini, route, length, etc.: One signal is located @ SE Monterey Street on SE 82nd Ave. The second signal will be on SE Sunnyside Rd. opposite the Clackamas Town Center Park and Ride lot.

Proposed: Install two traffic signals and interconnect with adjacent signals. Include fire pre-emption "opticom" on both installations.

Purpose of survey: State to perform field survey, prepare plans, specifications, and estimate of cost.

1X-000C(23)
9-15-81

Estimate of cost: $151,100 (including PE)
Funding: FAIX (Mt. Hood Transfer)
Class II, Statewide Categorical Exclusion

Field Survey	(901)	6,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	6,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,500
Administrative Services	(922)	100
Environmental	(923)	100
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 9 1981
LOCATION SECTION

Total estimated cost of survey	$ 16,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

C RTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*25604-773

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 1, 1981

File No: 10038

TO: THE FILE

FROM: Jon Rose
JON ROSE
Federal Aid Specialist

SUBJECT: Project Request
Traffic Signals on Cascade Highway North at
S.E. Monterey Avenue and Sunnyside Road at
Clackamas Town Center Entrance
Tri-Met
Clackamas County

On June 22, we received a request from Tri-Met to install traffic signals on 82nd Avenue at Monterey Avenue and on Sunnyside Road at the Clackamas Town Center park and ride entrance. The tone of the request and its accompanying draft district/State agreement indicates a possible misunderstanding by Tri-Met of the State's responsibility in traffic signal installation and also fails to consider the effect on Clackamas County roads.

It appears that a three-party agreement will be required which will call for the State to design and install the signals, Tri-Met to provide local matching money and Clackamas County to pay for power consumption. The signal at 82nd Ave. and Monterey will be maintained by the State at no cost to Tri-Met or the County. Timing must be compatible with other signals on 82nd Avenue.

The signal on Sunnyside Road will become part of the system of signals between 82nd Avenue on the west and Kaiser Hospital entrance on the east and must be intertied with signals at 86th, 90th, I-205 ramp terminals, 97th Avenue and Kaiser Hospital entrance. Maintenance and timing should be done by the State and costs back-charged to the County in the same manner as the other signals in the system and as described in agreement No. 7420 dated February 23, 1981.

I discussed this project with Winston Kurth, Clackamas County and the above conditions are acceptable to him. Financing will be from Interstate Transfer funds, handled as any other FHWA project.

$ 14,000

po

cc: R.N. Bothman
T.A. Spence
E.C. Mershon

FEDERAL AID PROJECT REQUEST

Date June 15, 1981

Applicant Agency Tri-Met

Request for: Off-System ____, FAS-C ____, ~~FAUS~~ FAI-X X Project

Federal Aid Route No. ____ Route Name ____

Project Name Clackamas Town Center Signal Project

Project Length 2 signals Project Location (Attach sketch map)

Project Description Traffic signals to facilitate bus operation should be provided at the intersection of SE 82nd and SE Monterey. Also on Sunnyside Road at the bus lane exit, a signal is necessary to protect left turn movements to and from Monterey Street for both buses and autos. This signal will be inter-tied with the next signal to the South.

Average Daily Traffic ____ Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA - ODOT

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: Not applicable

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

* A signal now exists at the Clackamas Town Center entrance at 82nd Avenue and SE Monterey.

* Signal does not exist. ECM. 8-4-81.

2. **Proposed Signalization:**

Location 1) 82nd and Monterey; 2) Sunnyside Road

Type

Phases

Type of Suspension

Interconnected

Remarks Based on ODOT memo 3/19/81, ODOT will determine design features of signal work.

3. **Permanent Signing:**

Include in project or by applicant? Not applicable

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. **ILLUMINATION DATA** Not applicable.

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. **STRUCTURE DATA** Not applicable.

1. **Existing Structure:**

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA Not applicable.

1. Are there any railroad crossings? Yes ______ No ______

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Office
2.	Environmental	Dennis Robertson, Tri-Met (238-4973) Office
3.	Public Hearing	Office

Remarks If a public hearing is required for this project, it would take place at a scheduled Tri-Met Board hearing. Please contact Lee Hames at 238-4923, if necessary.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State ODOT Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State ODOT Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No__________

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

	Tri-Met Estimate	ODOT Estimate
Roadway Work	$ -0-	
Right-of-way costs (if participating)	-0-	
Traffic control	80,000	135,000.
Illumination	-0-	
Structures	-0-	
Railroad	-0-	
Other__________	-0-	
Preliminary engineering	10,000 - 14,117	16,100
PROJECT TOTAL	$ 90,000 - 94,117	151,100

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Tri-Met COUNTY

By__________ By Paul Bay

By__________ By Paul N. Bay

By__________

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

March 19, 1981

In Reply Refer to
File No.
3-8204

Paul Bay, Director
Planning Department
Tri-Met
4012 S.E. 17th Avenue
Portland, OR 97202

The Oregon Department of Transportation should definitely design the signal at S.E. 82nd Avenue and S.E. Monterey since we will be responsible for that installation and its operation. The signal at the park-and-ride lot and Sunnyside Road will be the responsibility of the county, however, we are doing the engineering on their signals.

The estimated cost for the preliminary engineering is $6,000 per signal. That is $3,000 per signal for the field survey and $3,000 for the design work on each signal. In addition, the contract plans and specifications for both signals would cost $2,000. The total estimated cost, for our preliminary design, and final plans and specifications for two signals is $14,000. ($8,000 - $11,000)?

We could schedule the survey work to be completed June of this year. The Traffic Section has advised that they need four months to complete their plans, and allowing one month for bid letting would permit a contract November 1st.

If the above meets with your approval, the agreement to cover the design services should be submitted to me.

Robert N. Bothman
Administrator

Originals to
Traffic Section
R

RNB:PE

xc: D. R. Adams
T. H. Schwab
Bob Post
Winston Kurth

MAR 20 1981
PLANNING DIRECTOR

TRAFFIC SIGNAL WARRENT VOLUMES 7/31/81

82nd Avenue @ Monterey

Development either now under construction or approved for construction by Clackamas County Planning.

	Total Daily Trips	Total Trips Using Monterey
Savings & Loan Assoc.	1200	750
140 Unit Condo	700	700
180 Unit Apartment	800	800
Office Complex 12,000#	300	300
Clackamas Town Center Access	—	500
Total		3050

Signal at Monterey will include Fire pre-empt "opticom" both directions on 82nd Avenue.

Signal on Sunnyside @ Bus exit ramp will include Fire Pre-empt "opticom" both directions on Sunnyside Rd.

Signals will be interconnected with adjacent Signals

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

S.E. 82ND AVE & MONTEREY AVE

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) ____ ____ ____ ____ ____ ____ ____ ____

Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) ____ ____ ____ ____ ____ ____ ____ ____

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) ____ ____ ____ ____ ____ ____ ____ ____

	Minimum ADT Warrant	ADT	Warrant Met
1. Minimum Vehicular Volume:			
Major Street	7400	24,600	YES
Minor Street	1850	1525	NO
2. Interruption of Continuous Traffic:			
Major Street	11,100	24,600	YES
Minor Street	950	1525	YES
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	____	____	____
Pedestrian Volume	____	____	____
4. Accident Experience:			
Preventable Accidents (last 12 months)		____	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		____	
Minimum Warrant		800	

Date of Traffic Count JUNE 1991

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Contro Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: SE 82ND & MONTEREY

Approaches: SOUTH

Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	40	1
________ Approach Volumes (1000's)	24,600	1
Capacity (Level of Service)	C	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____ Accidents	N/A	–
TOTAL		6

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
< 40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
< 10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: SE 82ND & MONTEREY

Approaches: NORTH

Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	40	1
________Approach Volumes (1000's)	24,600	1
Capacity (Level of Service)	"C"	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____Accidents	N/A	—
TOTAL		6

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
< 40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
< 10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMP WARRANT

Location: SE 82ND & MONTEREY
Approaches: EAST
Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	30	0
________ Approach Volumes (1000's)	1.5	0
Capacity (Level of Service)	C	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____ Accidents	N/A	
TOTAL		4

Recommendation Pre-empt [✓ No-Pre-empt]

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
< 40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
< 10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: SUNNYSIDE RD BUS RAMP

Approaches: EAST

Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	40	1
________Approach Volumes (1000's)	13.0	1
Capacity (Level of Service)	C	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____Accidents	N/A	–
TOTAL		6

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
< 40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
< 10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EMPT WARRANT

Location: SUNNYSIDE RD BUS RAMP
Approaches: WEST
Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	40	1
________Approach Volumes (1000's)	13.0	1
Capacity (Level of Service)	C	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____Accidents		
TOTAL		6

Recommendation [✓ Pre-empt] No-Pre-empt

CRITERIA

Factor	Pre-Empt	No Pre-Empt
Sight Distance		
Adequate		X
Inadequate	X	
Approach Speeds		
< 40 MPH		X
40 MPH or more	X	
Approach Volumes		
10,000 or more/day		X
< 10,000/day	X	
Level of Service		
"E"		X
"D" or better	X	
Interconnected System		
Yes		X
No	X	

Factor	Pre-Empt	No Pre-Empt
Time Savings		
No		X
Yes	X	
Alternate Routings		
Yes		X
No	X	
Accident History		
< 5 Angles/Yr		X
5 or more Angles/Yr.	X	

TRAFFIC SIGNAL FIRE PRE-EM[illegible] WARRANT

Location: SUNNYSIDE RD BUS RAMP

Approaches: NORTH

Date: 8/4/81

Factor	Findings	Points
Sight distance	INADEQUATE	1
Approach Speeds (Off-peak)	25	0
_______ Approach Volumes (1000's)	2.0	0
Capacity (Level of Service)	C	1
Interconnected System	YES	0
Time Savings	YES	1
Alternate Routings	NO	1
_____ Accidents		
TOTAL		4

Recommendation: Pre-empt [✓ No-Pre-empt]

CRITERIA

Factor	Pre-Empt	No Pre-Empt	Factor	Pre-Empt	No Pre-Empt
Sight Distance			Time Savings		
Adequate		X	No		X
Inadequate	X		Yes	X	
Approach Speeds			Alternate Routings		
< 40 MPH		X	Yes		X
40 MPH or more	X		No	X	
Approach Volumes			Accident History		
10,000 or more/day		X	< 5 Angles/Yr		X
< 10,000/day	X		5 or more Angles/Yr.	X	
Level of Service					
"E"		X			
"D" or better	X				
Interconnected System					
Yes		X			
No	X				

1982 Eastside Sig. Replacement 9546
on various city streets in
Portland. (Tr. Sig.)

cc: OSHD (Mr Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Multnomah		DIVISION Oregon
DATE OF REPORT 5/14/84		REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-000C(27)
COMPLETION DATE 6/30/83		ACCEPTANCE DATE BY CONTRACT AGENCY 1/30/84	TIME ELAPSED 100%	CONTRACT TIME 200 days
APPROVED EXTENSIONS 24 days		LOCATION See below		

NOTE - *The PR-47, Statement of Materials and [illegible]
*A copy of the state's materials certificate [illegible]
There is [illegible]

REMARKS: The project has been completed [illegible]

EASTSIDE SIGNAL REPLACEMENT PROJECT
Various FAU Routes
Traffic Signal Installations

Sixteen existing signalized intersections were upgrade with new signal heads, controllers, strainpoles, etc. to meet current MUTCD standards.

The final cost of $443,000.00 is 2% less than the original authorization.

RECEIVED
STATE HWY ENGR
MAY 21 '84
REFER TO
[illegible]
TO

*NOTE [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe	SIGNATURE G. K. Hossner
	DATE
TITLE Area Engineer	TITLE Program Operations Engineer

FORM FHWA 1443B
(Rev. [illegible])

February 7, 1984

Great American Insurance Company
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

CON 5
#9546

Gentlemen or Ladies:

Contract No. 9546 awarded to Highlite Construction Co., for the Eastside Signal Replacement Project in Portland, Multnomah County, was completed on July 20, 1983, and accepted by the State Highway Division on January 30, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 13, 1984.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Highlite Construction Co.
33440 Carpenter Lane
Gresham, OR 97030

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Al Harwood

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION:

WEEK ENDING: June 30, 1983

SECTION PREFIX: 326-1058

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: Eastside Signal Replacement

KIND OF WORK: Traffic Signals

CONTRACTOR: Highlite Construction Company

CONTRACT NUMBER: 9546

FEDERAL AID PROJECT NUMBER: IX-000C(27)

DATE OF CONTRACT: September 29, 1982

DATE WORK STARTED: November 10, 1982

ESTIMATED COMPLETION DATE: June 30, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 224

WORK DAYS USED

CALENDAR DAYS USED 224

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 454,216.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98.1%

EXCLUSIVE OF ENGINEERING: $ 436,208.19

ENGINEERING AUTHORIZATION $ 18,008.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93.1%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 418,138.51

ENGINEERING COST TO DATE $ 13,000.00

DATE PROJECT WAS COMPLETED: June 30, 1983

ESTIMATED PERCENT: OVERRUN UNDERRUN 4.6 %

PERCENT OF AUTHORIZATION 72.2 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	Interconnect GRADING	Signals SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.0	0.0%			
MILES COMPLETED	3.8	100.0%			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3.8	100.0%			
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	1			
HOURS PER SHIFT	0	8			

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	65° Rain			
MONDAY	75° Clear			
TUESDAY	72° Clear			
WEDNESDAY	70° Rain			
THURSDAY	65° Rain			
FRIDAY				
SATURDAY				

K

RECEIVED

CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Restart calendar day count. Removing poles on Vancouver
TUESDAY	Removing poles on Vancouver and Broadway
WEDNESDAY	Removing poles on Broadway and Burnside
THURSDAY	Removing poles on Burnside and Hawthorne. Project Complete
FRIDAY	
SATURDAY	

REMARKS

Second notification sent on June 30, 1983

SIGNED Jack F. Mason LOCATION Portland

Jack F. Mason

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F2'6

431p

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
CON

June 6, 1983

Highlite Construction Co.
33440 Carpenter Lane
Gresham, OR 97030

Time Extension Request
Eastside Signal Replacement
Project (Portland)
Contract No. 9546
FAP No. IX-000C(27)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 17 calendar days is granted due to work performed under Price Agreements 2 and 4. An additional contract time extension of 7 calendar days is granted due to stop work orders.

The adjusted contract time for completion of this contract is 224 calendar days. Should you wish to submit additional data, or to review this matter further, please contact Project Manager Jack Mason.

/S/ R.L. Schroeder

for W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer
for Operations

WES:OBJ:mk rb

bc:	C. T. Keasey	
	Al Harwood	w/att.
	Jack Mason	w/att.
	FHWA	w/att.
	Bob Church	

FHWA

STATE OF OREGON INTEROFFICE MEMO

TO: MARION CRAFT, Metro
Region Construction Engineer

DATE: May 24, 1983

FROM: M. B. SMITH M B Smith
Liaison Consultant

SUBJECT: Contract No. 9546
CONTRACTOR'S REQUEST FOR
ADJUSTMENT OF CONTRACT TIME

RECEIVED
MAY 27 1983
CONSTRUCTION SECTION
CE
CAE
FOE
OCS
SCS
SEC
OM
CA
LS
TC
FE
CP

I have reviewed the attached "Contractors Request for Adjustment of Contract Time" and also the Project Managers recommendations. I discussed Item No. 2 with the Project Manager with regard to not charging the contractor for six of the ten days during the holiday shut down order, hence the revision letter dated 23 May 1983.

I concur with the Project Managers recommendation of a 24 day extension.

6-2-83

W. E. Schwartz -

MBS/b

I concur with Region and Project Manager and recommend a 24 calendar day time extension.

Attachment

O. B. Jackmond

cc: Bryant Jackmond. with original attachments.
Recommend 24 days as listed by project Manager. Marian Craft.

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
J. E. Bergstrom, City Traffic Engineer
1120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969
(503) 796-5185

OM MRE GE [illegible] CE
TCS RECEIVED [illegible]
US [illegible]
CSA Metro Region [illegible]
SD PA EM BUD LM

May 23, 1983

Michael B. Smith
Liaison Consultant
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Revision to April 22, 1983 letter

Dear Mike,

Please find enclosed the request for a time extension on contract 9546. My recommendations for each of the four items is as follows:

Item 1. Approve - This two day extension is due to the extra work required to complete price agreement two. 2

Item 2. Partially Approve - The holiday construction shutdown stopped work on the contract for ten (10) days. After negotiations with Dick Johnson, of the city engineer's office, and Mario Martini, of Traffic Engineering, it was determined that the contractor could continue working on E. Burnside. This would have been about four days of work. The contractor choose not to do this. Thus, I recommend a time an extension of six (6) days. 6

Item 3. Approve - This one (1) day extension is due to a one day "stop work" order that I issued on 2/22/83. This was due to an error in the terminal cabinet wiring diagrams. 1

Item 4. Approve - This fifteen (15) day extension is due to price agreement (4). The equipment supplier had completed engineering on the controller as specified in the plans on drawing #17. With this price agreement, we requested them to redesign with a different controller. 15

24

In summation, I suggest a time extension of twenty-four (24) days be granted. The contract time of 200 days expired on 04/29/83. As the controllers are still at the state testing lab, it appears that the time extension is needed.

Sincerely,

Jack F. Mason

Jack F. Mason

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
J. E. Bergstrom, City Traffic Engineer
1120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969
(503) 796-5185

April 22, 1983

Michael B. Smith
Liaison Consultant
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Mike,

Please find enclsoed the request for a time extension on contract 9546. My recommendations for each of the four items is as follows:

Item 1. Approve - This two day extension is due to the extra work required to complete price agreement two.

SEE REVISION LETTER DATED 23 May 1983

Item 2. Reject - The holiday construction shutdown for arterial streets has been in effect in Portland for the last few years. The contractor was told that he could continue excavating on E. Burnside for pole bases and choose not to do so.

Item 3. Approve - This one (1) day extention is due to a one day "stop work" order that I issued on 2/22/83. This was due to an error in the terminal cabinet wiring diagrams.

Item 4. Approve - This fifteen (15) day extension is due to price agreement (4). The equipment supplier had completed engineering on the controller as specified in the plans on drawing #17. With this price agreement, we requested them to redesign with a different controller.

In summation, I suggest a time extension of eighteen (18) days be granted. The contract time of 200 days will expire on 04/29/83. As the controllers are still at the state testing lab, it appears that the time extension is needed.

Sincerely,

Jack F. Mason

Jack F. Mason
Project Manager

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date March 16, 19 83

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from April 29, 1983 to May 27, 1983, within which to complete Section Eastside Signal Replacement Project(Portland), Contract No. 9546, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

1) As per C.O. #2 Dated 12/8/83, for adding 1 pedestrian Pole and moving Pole #4.	2 Days
2) Holiday Stop Work Order from 12/22/82 to 1/2/83.	10 Days
3) Drawing Error Stopped Work on 2/22/83.	1 Day
4) As per C.O. #4 Controller at 20th & Hawthorne and C.O. #5 Programmer.	15 Days
TOTAL	28 Days

Respectfully Submitted,

HIGHLITE CONSTRUCTION CO.
Contractor

By President

CONSENT OF SURETY

Date March 17 19 83

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

By:
Attorney-in-fact
Roger C. Rothrock

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved:
Assistant State Highway Engineer

FORM 734-3320 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER [illegible] 5-16-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-000C(27)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10115

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/21/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Eastside Signal Replacement (Portland)

11. GENERAL DESCRIPTION OF WORK

Connect traffic signal interconnect cable into existing grid -
Turn-on of 16 new intersections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/21/83 as requested in Mr. Keasey's letter of 5/4/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland forces is approved for a TEC of $8,134.05 Federal Funds $6,914.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 5/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-153	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. IX-000C(27)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Eastside Signal Replacement Project (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	(9-1-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 454,216.00	$ 386,083.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

5-File

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. IX-000C(27)

Eastside Signal Replacement Proj. (Portland)
Various FAU Routes
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y033
Signals (16 Locations)

Temporary Protection and Direction of Traffic		All Required	$ 5,720.00
Temporary Signs	700 Sq. Ft.	4.50	3,150.00
Flagmen	480 Hour	15.00	7,200.00
Traffic Signal Installation, Complete		All Required	378,371.00
			$394,441.00

Anticipated Items

Signal Controller Testing	All Required	$ 5,750.00
	SUBTOTAL	$400,191.00
	Engineering	54,025.00
	TOTAL	$454,216.00

Length of Project ------------ 0.00 mi.

Federal Funds (85%)	$386,083
State Funds	40,880
City Funds	27,253
TOTAL	$454,216

Group 1 93%; Group 8 7%
Contract No. 9546
Prefix: 726-1930
Prefix: 326-1058

754

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

FILE

September 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
   Cascade Highway N. and Sunnyside Road, Clackamas County
   Traffic Signals

   Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
   Various City Streets (Portland), Multnomah County
   Traffic Signals

   Pedestrian signals to be installed on this project.

4. Beaver Creek Road
   Cascade Highway S., Clackamas County
   Grading and Paving

   Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

   Same as No. 1.

5. Lincoln City Pavement Marking Project
   Various Highways and Streets, Lincoln County
   Pavement Marking

   Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
   Portland, Multnomah County
   Building Demolition

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
   NW Front Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
   SE 182nd Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9546

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 15, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Traffic Warrants
Project No. IX-000C(27)
Eastside Signal Replacement Project
Multnomah County

To comply with N5520.4, paragraph 5b(1)(c), I am enclosing one copy each of signal warrants for the 16 signal replacement locations and a copy of the September 8 letter from M.J. Martini, Sr. Traffic Engineer for the City of Portland.

JLG:bks
Enc.

cc: Tom Schwab (Metro)
General Files

Form 734-3122

9-1-82

9546

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-000C(27)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10115

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Eastside Signal Replacement Project (Portland)

11. GENERAL DESCRIPTION OF WORK
Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Signal Controller Testing $5,750

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/31/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $487,717 Federal Funds $414,559.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/1/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Highway - Traffic

TRA 7-6

D. H. Moehring
Assistant State Highway Engineer
Program Management Branch

June 29, 1982

WMZ/LEG
L. E. George
Traffic Engineer

Signal Contract Schedule

1 Versteeg
Anderson
Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
JUN 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

On the August 26, 1982, schedule there is a signal project "Eastside Signal Replacement Project (Portland)" that the City of Portland cannot get ready in time. Please reschedule this project for the September 23, 1982, bid opening.

Also in the August 26, 1982, schedule is the "S.W. Lombard St.-S.W. 110th Ave. (Beaverton)" signal inter-tie project. This has been held up, until recently, in working out a satisfactory agreement with the City of Beaverton. Please reschedule this project for the October 28, 1982, bid opening.

L. E. GEORGE - TRAFFIC ENGINEER

WZ:np

cc: J. Sullivan
B. Gifford

7-76

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME Portland East Side Signal Replacements	
HIGHWAY NAME City Streets	HIGHWAY NUMBER N/A

REGION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland

LENGTH N/A	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace all existing signal equipment at the following intersections:

1. SE 20 @ Hawthorne
2. SE 30 @ Hawthorne
3. N. Vancouver @ Fremont
4. N. Vancouver @ Shaver
5. N. Vancouver @ Skidmore
6. N. Vancouver @ Alberta
7. N. Vancouver @ Killingsworth
8. N. Vancouver @ Ainsworth
9. N. Vancouver @ Portland Blvd.
10. E. Burnside @ 20th
11. E. Burnside @ 28th
12. E. Burnside @ 32nd
13. NE 15 @ Broadway
14. NE 21 @ Broadway
15. NE 28 @ Broadway
16. SE 7 @ Morrison

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) Varies	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) N/A	DESIGN STANDARDS N/A	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

Doz

JW

APPROVED

Location Engineer

Date 6/12/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Varies	No changes for existing roadways
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	8.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL FINAL EIS	( )	N/A
RIGHT OF WAY DESCRIPTIONS	( )	N/A
RIGHT OF WAY ACQUISITION	( )	N/A
P.S. & E DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

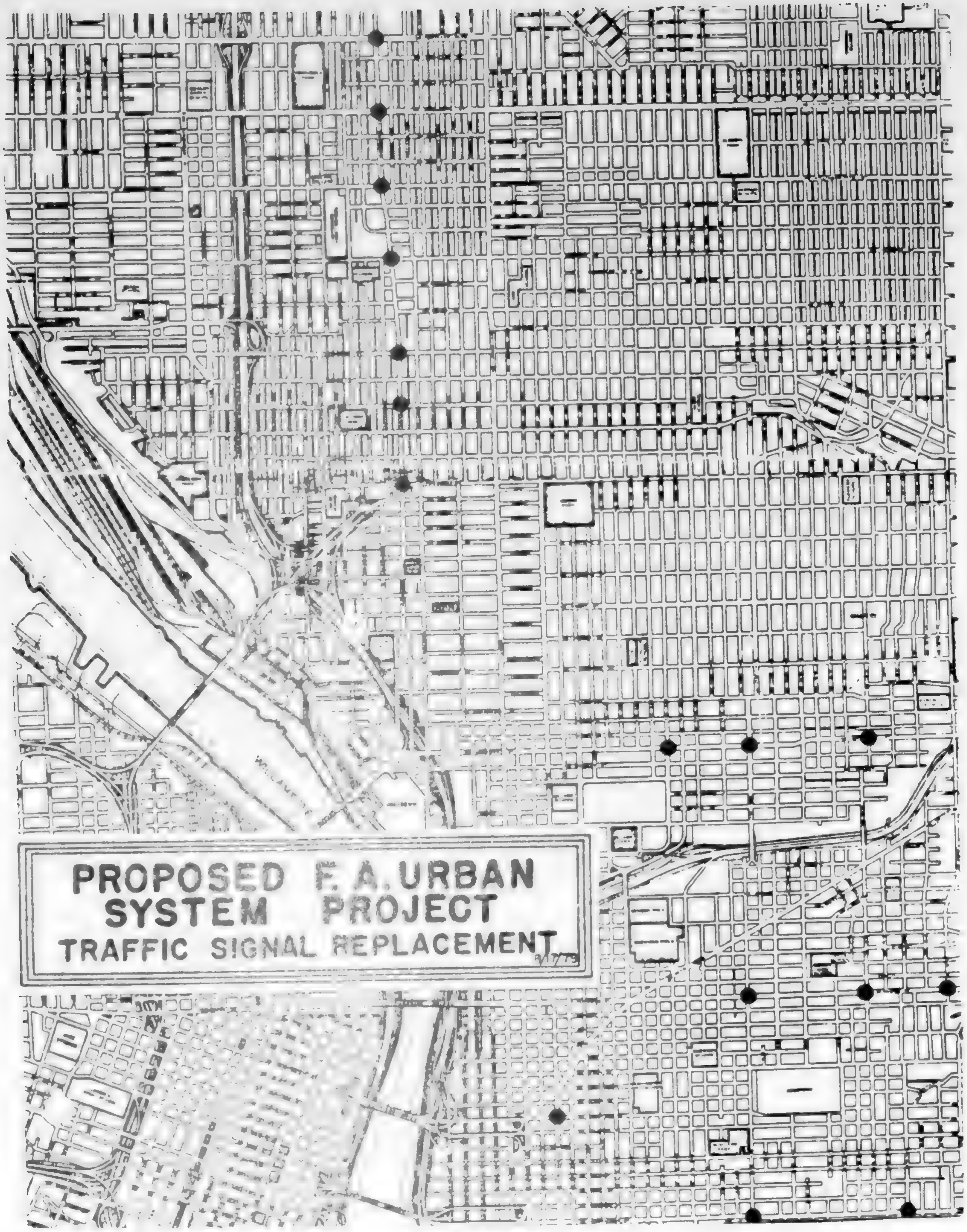
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	32,000	
RIGHT OF WAY		
TRAFFIC CONTROL	560,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	592,000	

SUBMITTED BY ______



PROPOSED F. A. URBAN
SYSTEM PROJECT
TRAFFIC SIGNAL REPLACEMENT

9/17/73

1982 Beaver Cr. Rd. Sec, 9547
Cascade Hwy. South, E. of
Oregon City. (Gr. & Pav.)

9,547

October 24, 1986

Oregon City Bypass Celebration.

SEE: # **9**,928

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

June 9, 1986

In Reply Refer To
File No.:

OM [illegible] CE FPM CE
ICS
[illegible] Metro Region [illegible]

DAVID ABRAHAM
Director
Clackamas County
Department of Utilities
0-2 Abernethy Road
Oregon City, Oregon 97045

This is a follow-up and a confirmation of our discussion of June 6 in your office. Work on the Oregon City portion of the sewer line is now virtually complete. Expenditures have exceeded the amount of your initial deposit and we are currently billing you on a month by month basis for work completed.

During our discussion of June 6, we agreed that we should probably get together with the City of Oregon City, W. E. Schwartz and Bryant Jackmond to review our disagreement over who should bear the cost for excavation of the rock encountered on the Oregon City portion of the sewer installation. The current position of the Highway Division is that the Division has no responsibility for the additional costs incurred as a result of the rock encountered during excavation for the sewer between Molalla Avenue and Beavercreek Road. The purpose of the meeting would be to allow the Sanitary District and Oregon City to explain why and to what extent the District and the City feel the State is responsible for the increased cost of the sewer.

The only time that we have available during the next month is the 18th and 19th of June. Mr. Schwartz and Mr. Jackmond are unavailable before that date and I will be leaving for a two and a half week vacation on the 20th. If you want to get together on the 18th or 19th, please let me know as soon as you can. If you need to look over some of our records or talk with some of our people before that time, that can also be arranged.

I assume that per our discussion, attorneys would not be present at this meeting. However, if you want attorneys present, I would need to know that also so I could make the necessary arrangements.

ALLAN C. HARWOOD
Metro Region Operations Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACH/ls
cc: Rosalind Daniels, City of Oregon City

734-1850

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 8	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT March 31, 1986	REPORT MADE BY 3-3-86 T. P. Lowe, Area Engineer		PROJECT NO. IX-78(5)
COMPLETION DATE (Actual) 8/13/84	ACCEPTANCE DATE BY CONRTACT AGENCY November 30, 1985	TIME ELAPSED 100 %	CONTRACT TIME 400 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVER CREEK ROAD SECTION
CASCADE HIGHWAY
Grading & Paving

Project Description

This project provides for grading work only on the Oregon City By-Pass south of Beaver Creek Road in the intersection area. Also considerable realignment of other adjacent roads was part of the project.

Contract Time

The contract allowed 400 days to complete the work. The contractor used 458 days. The contract has been granted a 58 day extension of time. No liquidated damages are being charged.

The final cost of $1,190,000, underran the authorization by 9%.

NOTED
W. E. SCHWARTZ

(ry)
4/4

RECEIVED
STAT HWY ENGR
APR 3 '86
Referred to
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE G. K. Hassner	
TITLE Area Engineer	DATE 4/2/86	TITLE Field Operations Engineer	DATE 4/2/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

154

January 30, 1986

CON 5
#9547

United States Fidelity & Guaranty Co.
P.O. Box C19104
Seattle, WA 98109

Contract No. 9547 awarded to Bonstan Construction Co. for work on the Beaver Creek Road Section of Cascade Highway South in Clackamas County was completed on May 11, 1985, and was accepted by the State Highway Division on December 30, 1985.

Final payment in the amount of $1,643.43 will be released to the contractor after February 5, 1986. The total contract amount is $1,165,783.45 including $14,809.28 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bonstan Construction Co.
P.O. Box 32
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Al Harwood

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: December 30, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: Oregon City Bypass
Sanitary Sewer Installation

OM AHE CE PAM CE
TCS AHE
EIS FDM
[illegible] Metro Region TAM
RAS PA DM BUD LM

Following a meeting in Salem with Bill Cloran, Pat Schwartz, and Bryant Jackmond, to discuss how to proceed with sewer construction and the need for early deposit to cover the added sewer costs, I met with Dave Abraham, Director Tri-City Sewer District.

I told Dave that as long as we kept trying to tie in ultimate responsibility for the increased costs with the question of how to get the work accomplished, we were going to continue to have problems. We keep threatening the District and Oregon City with a shut-down of work on the sewer system, they keep holding the deposits necessary to insure that work will continue hostage to force negotiation on the question of ultimate responsibility.

Dave and I agreed that it was in everybody's best interest to complete the sewer and deal with responsibilities later. I

gave Dave a copy of John Aniker's December 17 letter, and discussed with Dave the resolution passed by the City of Oregon City. I told Dave that to insure that the work on the sewer would proceed, I felt we needed the following.

1. Assurance that money necessary to pay the contractor was on deposit at the time payment to the contractor is due.
2. Access to any interests earned on monies in the pool, which would form a reserve if all other monies in the pool were exhausted.
3. Payment not be withheld on liabilities accrued prior to notice of intent to withhold future payments. This is to cover the item in the resolution which states that Oregon City reserves the right to withhold payments in the event of litigation or arbitration.

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
DEC 31 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4. That additional deposits into the pool would not be dependent upon previously deposited money being totally exhausted, but rather would be dependent upon obligations incurred.

ACH/gw-044
cc W. E. Schwartz
O. B. Jackmond
Jack Sollis
Bill Cloran

12.12.85

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

THE SUBURBS

Oregon City put between rock, hard place

By LINDA McCARTHY
Correspondent, The Oregonian

OREGON CITY — City officials have agreed to put up $200,000 to cover unexpected sewer line construction costs that threaten to delay once again the completion of the Oregon City Bypass highway.

But they hope to begin negotiations soon with the Oregon Department of Transportation and the Tri-City Service District to work out an agreement whereby the three agencies would share the cost of the sewer work that will be required in the bypass right of way.

The commission last week approved a resolution calling for the city to put up the money, which will be used to remove rock formations that were discovered after work on a Tri-City Service District sewer line had begun.

The Tri-City Service District, serving the cities of Oregon City, West Linn and Gladstone, entered into an agreement with the state in November 1984 for construction of a sanitary sewer line in the bypass right of way. Both projects are scheduled to be finished by the fall of 1986.

Dave Abraham, director of the Clackamas County Department of Utilities, said the state had called for bids on the entire project at once, including construction of the bypass, the interceptor sewer and the city's trunk line.

Abraham said the district's share of the bill amounted to $406,200, while the city was asked to pay $265,000 for the trunk line from Beavercreek Road south to Molalla Avenue.

However, when work on the project began, large rock formations were discovered in the area where the city's trunk line was to be installed.

"There was no (financial) allowance for rock removal. (The contractor) got in there and found solid rock where they were supposed to put the pipes," City Manager Noel Klein said.

Klein said the city had turned to the state and the service district for help because the city felt those officials should have been aware of the problem before construction began.

"The state has come back and said unless we come up with the money, they'll close it down and pave over it," Klein said. "We're caught between a rock and a hard place — literally."

City commissioners said they were willing to put up the money in order to keep the project moving. The problem with the sewer line so far has not resulted in any delays, Klein said.

"We hope to get a significant portion of (the $200,000) back. That's the purpose of entering into negotiations with Tri-City and the state," Klein said.

Abraham agrees with Klein that the city should not be burdened with the entire bill.

"The state has indicated a willingness to negotiate but will still want the money guaranteed before work continues," Abraham said.

Al Stormo, the assistant project manager for the highway department on the bypass project, said the state could not spend money on a sewer project, but he said state officials were willing to look into the matter.

"This hasn't had an effect on the job as of yet, but it could if it is not resolved," Stormo said.

Klein said the city had some money in a sewer contingency fund that could be used for the project.

Defense opens trial in scalping

By JAMES MAYER
of The Oregonian staff

HILLSBORO — The attorney for a 38-year-old Beaverton man said Wednesday that his client was trying to cut his wife's hair with a butcher knife after a night of angry confrontations last summer, but inadvertently

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 16 '85
REFER TO
FOR

OREGONIAN, THURSDAY, DECEMBER 12, 1985

n City put between rock, hard place

cials have agreed
nexpected sewer
ten to delay once
egon City Bypass

lations soon with
portation and the
rk out an agree-
s would share the
ill be required in

pproved a resolu-
t up the money,
rock formations
rk on a Tri-City
begun.

The Tri-City Service District, serving the cities of Oregon City, West Linn and Gladstone, entered into an agreement with the state in November 1984 for construction of a sanitary sewer line in the bypass right of way. Both projects are scheduled to be finished by the fall of 1986.

Dave Abraham, director of the Clackamas County Department of Utilities, said the state had called for bids on the entire project at once, including construction of the bypass, the interceptor sewer and the city's trunk line.

Abraham said the district's share of the bill amounted to $406,200, while the city was asked to pay $265,000 for the trunk line from Beavercreek Road south to Molalla Avenue.

However, when work on the project began, large rock formations were discovered in the area where the city's trunk line was to be installed.

"There was no (financial) allowance for rock removal. (The contractor) got in there and found solid rock where they were supposed to put the pipes," City Manager Noel Klein said.

Klein said the city had turned to the state and the service district for help because the city felt those officials should have been aware of the problem before construction began.

"The state has come back and said unless we come up with the money, they'll close it down and pave over it," Klein said. "We're caught between a rock and a hard place — literally."

City commissioners said they were willing to put up the money in order to keep the project moving. The problem with the sewer line so far has not resulted in any delays, Klein said.

"We hope to get a significant portion of (the $200,000) back. That's the purpose of entering into negotiations with Tri-City and the state," Klein said.

Abraham agrees with Klein that the city should not be burdened with the entire bill.

"The state has indicated a willingness to negotiate but will still want the money guaranteed before work continues," Abraham said.

Al Stormo, the assistant project manager for the highway department on the bypass project, said the state could not spend money on a sewer project, but he said state officials were willing to look into the matter.

"This hasn't had an effect on the job as of yet, but it could if it is not resolved," Stormo said.

Klein said the city had some money in a sewer contingency fund that could be used for the project.

Walkers can cross on bridge

By WEB RUBLE
of The Oregonian staff

SANDY — The Bull Run Bridge opened to foot traffic Wednesday.

However, the bridge will remain closed to autos until it is repaired or a new one is built, said Ardis Stevenson, Clackamas County communications director.

The 240-foot bridge across the Bull Run River was damaged Monday when a city of Portland crane caught and ripped out an overhead girder. The damage led Clackamas County to close the bridge for safety reasons and because the crane was blocking it.

The crawler crane, used by the Portland Water Bureau for lifting work in its Bull Run watershed operations, was removed Wednesday after crews did some minor shoring to the bridge.

The closure cut off 106 families who live north of the bridge from the rest of Clackamas County.

School buses hauling the 57 children of those families to and from Sandy Union High and Bull Run Elementary

al
ng

ry for a
n said
s trying
butcher
nfronta-
tently

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-7	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 3		Project Number IX-78(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,170,200.00	$ 1,192,216.00
Federal funds	$ 994,669.00	$ 1,013,383.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry C Potts

Manager, Program Section
(Title)

ByXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 23, 1985

Federal-Aid Project No. IX-78(5)

Beaver Creek Road Section
Cascade Highway South
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Cooo
Roadway

Total the same as estimate of October 20, 1982		$286,216.00

Type Code Y050
Frontage Roads

Subtotal from previous estimate of March 11, 1985		$790,282.20
	Engineering	115,717.80
	Total	$906,000.00

Length of Project ------------- 0.443 mi.
Cost of Roadway Per Mile ------ $646,085.77

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 286,216.00	$ 243,283.00	$ 42,933.00
Frontage Roads	906,000.00	770,100.00	135,900.00
TOTAL	$1,192,216.00	$1,013,383.00	$178,833.00

Group 1: 100%
Contract No. 9547
Prefix: 103-1046

RHZ:me

1

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-105	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 2		County Clackamas
		Project Number IX-78(5)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,160,000.00	$ 1,170,200.00
Federal funds	$ 985,999.00	$ 994,669.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 11, 1985

FEDERAL AID PROJECT NO. IX-78(5)

Beaver Creek Road Section
Cascade Highway South
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE C000
Roadway (Sta. 210+40 to Sta. 243+30)

Total as on Estimate of October 20, 1982 $286,216.00

TYPE CODE Y050
Frontage Roads (B Line, M Line, T Line & A Line)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment Foundation Excavation	$ 12.00	200	$2,400.00	1,050	$12,600.00
	Subtotals		$2,400.00		$12,600.00

Increase	$ 10,200.00
Subtotal from estimate of October 9, 1984	780,082.20
Subtotal	$790,282.20
Engineering	93,701.80
Total	$883,984.00

Length of Project ----------------- 0.443 mi.
Cot of Roadway Per Mile ----------- $646,085.78

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 286,216.00	$243,283.00	$ 42,933.00
Frontage Roads	883,984.00	751,386.00	132,598.00
TOTAL	$1,170,200.00	$994,669.00	$175,531.00

Group 1: 100%
Contract No. 9547
Prefix: 103-1964
103-1046
Appn Code: 580

WH:me

9547

t

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-156		State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number IX-78(5)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,116,886.00	$ 1,160,000.00
Federal funds	$ 949,352.00	$ 985,999.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-78(5)

Beaver Creek Road Section
Cascade Highway South
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE C000
Roadway (Sta. 210+40 to Sta. 243+30)

Total as on Estimate of October 20, 1982 $286,216.00

TYPE CODE Y050
Frontage Roads (B Line, M Line, T Line & A Line)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Debris Excavation (P.A. #4)	$ 7.00	- - -	- - -	2,425.6	$16,979.20
Haul & Place Embankment (P.A. #5)	14,000.00	- - -	- - -	100%	14,000.00
Water Main Transition (P.A. #7)	10,730.00	- - -	- - -	100%	10,730.00
				Subtotal	$ 41,709.20

Increase	$ 41,709.20
Subtotal from Estimate of October 20, 1982	738,373.00
Subtotal	$780,082.20
Engineering	93,701.80
Total	$873,784.00

Length of Project ------------------ 0.443 mi.
Cost of Roadway Per Mile ----------- $646,085.78

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 286,216.00	$ 243,283.00	$ 42,933.00
Frontage Roads	873,784.00	742,716.00	131,068.00
TOTAL	$ 1,160,000.00	$ 985,999.00	$ 174,001.00

Group 1: 100%
Contract No. 9547
Prefix: 103-1964
103-1046

WH:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-152	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 10-25-82 **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. IX-78(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beaver Creek Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-82	0.443
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,116,886.00	$ 949,352.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 20, 1982

Federal-Aid Project
No. IX-78(5)

Beaver Creek Road Section
Cascade Highway South
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code C000
Roadway (Sta. 210+40 to Sta. 243+30)

Mobilization	(30 %)	All Required	$ 26,400.00
Clearing and Grubbing	(80 %)	All Required	11,200.00
Removal of Structures and Obstructions	(80 %)	All Required	3,200.00
General Excavation	92,700 Cu. Yd.	1.95	180,765.00
Trench Excavation	1,620 Cu. Yd.	0.50	810.00
Finishing Roadbed and Slopes	(80 %)	All Required	2,000.00
Watering	50 M-Gal.	9.00	450.00
12-inch Culvert Pipe	230 Lin. Ft.	11.00	2,530.00
18-inch Culvert Pipe	540 Lin. Ft.	13.00	7,020.00
21-inch Culvert Pipe	244 Lin. Ft.	14.00	3,416.00
24-inch Culvert Pipe	120 Lin. Ft.	17.00	2,040.00
36-inch Culvert Pipe	140 Lin. Ft.	19.00	2,660.00
6-inch Drain Pipe	300 Lin. Ft.	9.00	2,700.00
Filter Fabric	270 Sq. Yd.	1.45	391.50
Gravel in Drains	100 Cu. Yd.	14.00	1,400.00
Rail End Pieces, Type C	4 Each	108.00	432.00
Continuous Rail Traffic Barrier	250 Lin. Ft.	11.00	2,750.00
Roadside Seeding and Mulching	4.0 Acre	500.00	2,000.00
Temporary Seeding and Mulching	5.0 Acre	450.00	2,250.00
			$ 254,414.50
		Engineering	31,801.50
		TOTAL	$ 286,216.00

Type Code Y050
Frontage Rds. (B Line, M Line, T Line & A Line)

Mobilization	(70 %)	All Required	$ 61,600.00
Temporary Protection and Directon of Traffic		All Required	3,000.00
Temporary Signs	382 Sq. Ft.	13.00	4,966.00
Temporary Barricades	20 Each	150.00	3,000.00
Temporary Plastic Safety Markers	10 Each	58.00	580.00
Flagmen	1,000 Hour	20.00	20,000.00
Clearing and Grubbing	(20 %)	All Required	2,800.00
Removal of Structures and Obstructions	(20 %)	All Required	800.00

Ditch Excavation	900 Cu. Yd.	4.70	4,230.00
Embankment Foundation Excavation	200 Cu. Yd.	12.00	2,400.00
General Excavation	23,000 Cu. Yd.	1.95	44,850.00
Trench Excavation	1,655 Cu. Yd.	0.50	827.50
Finishing Roadbed and Slopes	(20 %)	All Required	500.00
Watering	50 M-Gal.	9.00	450.00
Treated Base Mixture	16,650 Ton	10.00	166,500.00
Cement in Treated Base Mixture	916 Ton	78.00	71,448.00
Aggreagate Shoulders	3,500 Ton	9.00	31,500.00
Class "B" Asphalt Concrete Mixture	7,550 Ton	17.00	128,350.00
Asphalt Cement in Mixture	491 Ton	176.00	86,416.00
Asphalt in Tack Coat	3 Ton	310.00	930.00
12-inch Culvert Pipe	520 Lin. Ft.	11.00	5,720.00
18-inch Culvert Pipe	132 Lin. Ft.	13.00	1,716.00
24-inch Culvert Pipe	164 Lin. Ft.	17.00	2,788.00
30-inch Culvert Pipe	210 Lin. Ft.	18.00	3,780.00
6-inch Drain Pipe	590 Lin. Ft.	9.00	5,310.00
Filter Fabric	530 Sq. Yd.	1.45	768.50
Gravel in Drains	200 Cu. Yd.	14.00	2,800.00
Guard Rail, Type 1	25 Lin. Ft.	25.00	625.00
Rail End Pieces, Type B	2 Each	57.00	114.00
Type 2 Fence	500 Lin. Ft.	3.00	1,500.00
Extra for Asphalt Approaches	22 Each	156.00	3,432.00
Delineators, Type 2	50 Each	18.00	900.00
Delineators, Type 3	18 Each	19.00	342.00
Roadside Seeding and Mulching	3 Acre	500.00	1,500.00
8-inch Ductile Iron Water Pipe	50 Lin. Ft.	13.00	650.00
12-inch Ductile Iron Water Pipe	2,850 Lin. Ft.	20.00	57,000.00
16-inch Ductile Iron Water Pipe	580 Lin. Ft.	25.00	14,500.00
8-inch Gate Valve	1 Each	400.00	400.00
12-inch Gate Valve	5 Each	675.00	3,375.00
16-inch Butterfly Valve	2 Each	1,400.00	2,800.00
			$ 745,168.00

Anticipated Items		
Permanent Signing	All Required	$ 2,000.00
Permanent Pavement Striping	All Required	2,630.00
Temporary Pavement Striping	All Required	1,300.00

Credit for Clairmont Water District Betterment (See Attachment)	All Required	$ Cr. 12,725.00
		$ - 6,795.00
	SUBTOTAL	$ 738,373.00
	Engineering	92,297.00
	TOTAL	$ 830,670.00

Length of Project ------------------- 0.443 mi.
Cost of Roadway Per Mile -----------$646,085.78

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 286,216.00	$ 243,283.00	$ 42,933.00
Frontage Roads	830,670.00	706,069.00	124,601.00
TOTAL	$1,116,886.00	$ 949,352.00	$ 167,534.00

Group 1 100%
Contract No. 9547
Prefix: 103-1964E (P.E. Only)
Prefix: 103-1046

Beaver Creek Road Section
Nonparticipating - State Work

Furnishing and Installing Mailbox Posts	32 Each	42.00	$ 1,344.00

Beaver Creek Road Section
Clairmont Water District Relocation

Betterment Computation

Replacement in Kind

18-inch Culvert Pipe	180 Lin. Ft.	13.00	$ 2,340.00
8-inch Ductile Iron Pipe	1,748 Lin. Ft.	13.00	22,724.00
12-inch Ductile Iron Pipe	1,120 Lin. Ft.	20.00	22,400.00
8-inch Gate Valve	4 Each	400.00	1,600.00
12-inch Gate Valve	2 Each	675.00	1,350.00
			$ 50,414.00

Actual Replacement

18-inch Culvert Pipe	180 Lin. Ft.	13.00	$ 2,340.00
8-inch Ductile Iron Pipe	50 Lin. Ft.	13.00	624.00
12-inch Ductile Iron Pipe	2,850 Lin. Ft.	20.00	56,400.00
8-inch Gate Valve	1 Each	400.00	400.00
12-inch Gate Valve	5 Each	675.00	3,375.00
			$ 63,139.00
LESS REPLACEMENT IN KIND COST			50,414.00
BETTERMENT			$ 12,725.00

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beaver Creek Road

WEEK ENDING: MAY 11, 1985

SECTION PREFIX: 103-1046

HIGHWAY: Cascade, South

COUNTY: Clackamas

NAME OF JOB: Beaver Creek Road

KIND OF WORK: Grading, Paving

CONTRACTOR: Bonstan Construction Co.

CONTRACT NUMBER: 9547

FEDERAL AID PROJECT NUMBER: IX-78(5)

DATE OF CONTRACT: September 29, 1982

DATE WORK STARTED: November 19, 1982

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

SPECIFIED CALENDAR DAYS: 458*

WORK DAYS USED: n/a

CALENDAR DAYS USED: 458

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,232,713.56

EXCLUSIVE OF ENGINEERING: $ 1,092,713.56

ENGINEERING AUTHORIZATION: $ 140,000

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 988,465.30

ENGINEERING COST TO DATE: $ 189,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT [redacted] UNDERRUN: 10 %

PERCENT OF AUTHORIZATION: 135 %

DATE PROJECT WAS COMPLETED: August 13, 1984

*Time Ext. 4-03-85.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.62	0.62			0.62
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.62	0.62			0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	115,700 cy	20,150 tn			7,500 tn
TOTAL QUANTITIES CORRECTED TO DATE	95,386 cy	18,192 tn			6,876 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	95,386 cy	18,192 tn			6,876 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

MAY 1985	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5		0		
MONDAY 6		0		
TUESDAY 7		0		
WEDNESDAY 8		0		
THURSDAY 9		0		
FRIDAY 3		0		
SATURDAY 4		0		

CONTR. NO: 9547 DATE: MAY 11, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	
6 MONDAY	No activity from May 3, through May 9, 1985.
7 TUESDAY	
8 WEDNESDAY	
9 THURSDAY	
3 FRIDAY	
4 SATURDAY	

REMARKS

SUMMARY: Contractor has completed field work. No activity this week.

Last of Semi-Final Estimate data was submitted to Metro Region on May 9, 1985.

This will be the last Field Engineer's Weekly Report submitted for this project.

~~ANTICIPATED~~:

SIGNED Earl Mershon LOCATION Portland, OR

Earl Mershon, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 16, 1985

In Reply Refer to
File No.:
CON 5

Bonstan Construction Co.
P.O. Box 32
Clackamas, OR 97015

CORRECTED COPY

Re: Time Extension Request
Beaver Creek Road
Contract No. 9547
FAP No. IX-78(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 45 calendar days due to extra and additional work performed, and an additional 57 calendar days due to weather conditions during June-July-August, 1983.

A review of project records indicate that the extra and additional work performed required an additional 40 calendar days. A contract time adjustment of an additional 40 calendar days is therefore granted for this reason.

The weather data and analysis you submitted falls short of demonstrating a direct cause and effect relationship. However, it does contain sufficient data to indicate that a portion of the weather in June-July-August of 1983 was not reasonably predictable. Therefore, a contract time adjustment of an additional 11 calendar days is granted for this reason.

The adjusted contract time of completion of this contract is 458 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Ass't State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Earl Mershon w/attach.
FHWA w/attach.
Bruce Walton

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 3, 1985

Bonstan Construction Co.
P.O. Box 32
Clackamas, OR 97015

Re: Time Extension Request
Beaver Creek Road
Contract No. 9547
FAP No. IX-78(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 45 calendar days due to extra and additional work performed, and an additional 57 calendar days due to weather conditions during June-July-August, 1983.

The weather data and analysis you submitted falls short of demonstrating a direct cause and effect relationship. However, it does contain sufficient data to indicate that a portion of the weather in June-July-August of 1983 was not reasonably predictable. Therefore, a contract time adjustment of an additional 11 calendar days is granted for this reason.

The adjusted contract time of completion of this contract is 458 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Ass't State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Earl Mershon w/attach.
FHWA w/attach.
Bruce Walton

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 7, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Beaver Creek Road
Cascade Highway South
Contract 9547

CE___ CAE___ RECEIVED LS___ TC___
COE.... OM.... SA.... CC....
OE .... MAR 08 1985 FE ..... CP .....
CA........ PQC.. ....
CAM .... CONSTRUCTION QCS........
EEO........ SECTION FILE........

Attached is a request from the contractor, Bonstan Construction Company, for us to reconsider our answer to their original time extension request. Their original request was for an 86 day time extension, mainly based on wet, cloudy weather. A 7 day extension was given due to one item of extra work. The contractor has produced additional information concerning weather, going back to 1943. He lumps the three months during the summer of June, July, and August together to arrive at his total rainfall figure.

Dave Willhite has taken the contractor's latest request and reanalyzed the project and makes an additional recommendation due to added and extra work and leaves open the question of dealing with the weather-related delays. Dave Willhite recommends a total of 40 days due to change orders, extra work, and other items contributing to the overrun of the project.

If you feel that adding the three months of June, July, and August together and taking them as the summer months for this year 1983 is a legitimate thing to do in considering the predictability of weather, I would have no argument in granting the additional 11 days due to unreasonably predictable weather.

The original contract called for 400 calendar days and seven have been granted, giving a 407 calendar day project. There were 458 days used for an excess of 51 calendar days. If the 40 days were granted due to the extra work items and the 11 due to the unreasonable weather, this would eliminate all liquidated damages.

4-3-85

W.E. Schwartz -

I concur with Region and Project Mgr. and recommend a 40 C.D. time extension due to extra and added work. I also recommend an 11 C.D. time extension due to reasonably unpredictable weather during the summer of 1983.

D. B. Jackmond

MC/gw
Attachment
cc Earl Mershon

.125-1387

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(5)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/10/84

8. FEDERAL ROUTE NUMBER
Primary 78

9. STATE ROUTE NUMBER
Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 2/25/85 this will confirm the advance approval date of 7/10/84 to proceed with the adjustments to PGE power pole relocation on an actual cost basis estimated to be $838.28; Federal Funds $712.53, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with PGE is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 5 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/6

14. DATE
3/4/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/8/83

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Revised costs for FO #10

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 2/27/85 the revised costs for F.O. #10 are approved for a TEC of $750; Federal Funds $638, contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $341.58; Federal Funds $290.84)

RECEIVED
STATE HWY ENGR
MAR 5 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 3/6

14. DATE 3/4/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 25, 1985

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Relocation
Portland General Electric Co.
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Here is a copy of a final billing of cost to adjust Portland General Electric Company's (PGE) power pole dated September 18, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to PGE's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the final billing and sketch submitted herewith and our letter confirming authorization for them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisionsof Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the adjustment of PGE's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 10, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $838.28.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71112
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/8/83
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER Secondary 160
10. GENERAL LOCATION: Beaver Creek Road Section
11. GENERAL DESCRIPTION OF WORK Permanent Signing
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/8/83 as requested in Mr. Fredrickson's letter of 12/12/84 as being cost effective for the use of Clackamas County forces to proceed with the above work. State Force Order No. 10 representing work to be done by Clackamas County Forces is approved for a TEC of $408.42 Federal Funds $347.16.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR
Info | Invas | R/D | D/R | Sign | Act | File

Copy to
1/8

14. DATE 1/7/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: November 8, 1984

FROM: Donald L. Trout
Final Project Coordinator

Don

SUBJECT: Oregon City Bypass
2nd Review of Erosion Control

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	[illegible]

At the request of Project Manager, Dave Willhite, a follow-up on-site field review of erosion control work was made on November 6, 1984. Those present were:

Wendell Stanley	Ore. State Highway Div.
Al Stormo	" " " "
Brent Forsberg	Ore. Dept. Fish & Wildlife
Jay Massey	" " " "
Merle Anderson	Ore. State Highway Div.
Don Trout	" " " "

Since the October 15, 1984 field review considerable work has been done near the garbage dump south of Redland Road to effectively control erosion of disturbed areas not finished to grade. Appropriate measures have been taken to minimize erosion and restrict sedimentation to the project work area.

All slopes and top subgrade surfaces have been mulched with straw. Hay bale sediment dams have been constructed in critical areas along the toe of slopes and at the top of fill slopes. The bales are working effectively in containing sediment and directing water flow to planned locations. Collected surface water is being carried off in pipes.

The large concrete catch inlet previously undermined has had the grading repaired around it and plastic sheeting and haybales are being used to direct the water into it. It is now functioning properly. The waste area, southerly of this garbage dump area, has been mulched with straw. Haybale dams have been constructed on the roadway in this area to control the run-off. A large drainage pipe with a flexible plastic extension carries the water around the upper end of the waste area. Haybale sediment dams are in place below the waste area to contain the sediment.

The water in Newell Creek at the large multiplate pipe is extremely clear showing that there is no sediment entering the stream above this point. Newell Creek entering Abernathy shows some discoloration, but it is minimal.

Conclusion

The entire job now appears to be adequately winterized to keep sediment from entering the streams. Continuous maintenance throughout the winter will be necessary to maintain erosion control. The quality of this new work is comparable to that previously reported on the rest of the project. Oregon Department of Fish & Wildlife representatives were pleased to see the work had been completed.

All those responsible for this recent erosion control work, the Project Manager and his crew and the contractor, are to be commended for a job well done under extremely difficult conditions.

DLT:bn

cc: E.S. Hunter
E.L. Hardt
Dave Willhite

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1984

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocation
Portland General Electric Company
Beaver Creek Rd. Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

NOTED
E. S. HUNTER

Dear Mr. Lowe:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their aerial power line facilities in conflict with this project as of July 10, 1984 is requested. An estimate of cost has been requested from PGE. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 10, 1984 is approved.

Thomas P Lowe
Thomas P. Lowe, Area Engineer

JMC/vlw
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
R. L. Fleming
Dave Willhite
Pete Gonzalez

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
OCT 29 1984
RR & UTILITY UNIT

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR.
OCT 18 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

TO: THE FILES

DATE: October 17, 1984

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Oregon City Bypass
Review of Erosion Control

At the request of Mr. Brent Forsberg, Oregon Department of Fish & Wildlife, a field review of the erosion control work on the Oregon City Bypass was made on October 15, 1984. Those attending were:

Brent Forsberg,	Oregon Dept. Fish & Wildlife
Bert Carnegie	" " "
Jay Massey	" " "
Marion Craft	Oregon State Highway Div.
Wendell Stanley	" " "
Merle Anderson	" " "
Don Trout	" " "

Several others from the Project Manager's office were present.

Before the actual review began there was a short discussion of a fish passage facility at Beaver Creek Road. After the Newell Creek siltation problem caused by erosion the first winter the project was under contract, the Oregon Department of Fish & Wildlife indicated that we could off-set stream damage by providing fish passage to upper Newell Creek. This would require some type of fish ladder. Last winter we reviewed a fish ladder proposed by the Oregon Department of Fish & Wildlife. The cost was excessive and there was doubt if there was enough water in the stream to allow it to function. At this meeting Fish & Wildlife officials indicated that two concrete box pools would do the job - one at the bottom of the climb and one up at the entrance to the culvert. They also believe Clackamas Community College officials, with volunteer student help, would do the construction if we would furnish the material. These college officials will apparently be doing some stream improvement work downstream from the proposed fish passage area.

The project was reviewed on the ground from Beaver Creek Road to Redland Road. The following observations were made:

- The roadway south of Beaver Creek Road is complete with seeding on the slopes. This slope seeding also extends several hundred feet northerly of Beaver Creek Road. No seeding was apparent on top of the subgrade in these areas and no mulching had been done. South of Beaver Creek Road on the westerly side of the roadway erosion has begun. It has formed a sediment deposit at the culvert under Beaver Creek Road. As this deposit builds up it will go through the pipe directly into Newell Creek. No sediment dams have been constructed.

Contains Recycled Materials

- Going on northerly for some distance the roadway is complete to subgrade. Slopes and subgrade have been seeded and mulched with straw. Netting has been used in some ditches. Rock inlays have been constructed at the ends of cuts to carry the water off and prevent erosion of the fill. A rock and dirt berm has been constructed at the outer limits of the subgrade to prevent erosion of slopes. Winterizing and erosion control measures on this stretch are excellent. Four -wheel drive vehicles have been playing in this area and considerable rutting has been done. With the seeding & mulching it does not appear, however, that the rutting will cause serious erosion.

- Beyond this completed area, near the first garbage dump, grading is not complete for some distance toward Redland Road. The contractor was working in this area up to the time the rain began. There is no evidence of any attempt to winterize this area. Some slopes seeded last year have grass growing on them and there are some last years hay bale sediment barriers in place. Some of these are full of sediment, however. Slide material is being wasted on the westerly side of the highway near the beginning of this uncompleted area. The waste area has not been winterized.

- One large catch inlet has been constructed on the westerly side of the subgrade to carry water to the ravine below. Erosion has undermined it and the outlet pipe to where it will not function.

Several of these un-winterized areas are quite close to Newell Creek. The mud is liquid enough at this time to run down-hill. The next rain will undoubtedly carry it into the stream.

Conclusion

It was very gratifying to see an excellent job of winterizing on a portion of this project. Those responsible are to be commended.

It was extremely disappointing to see large areas of uncompleted earthwork with no apparent attempt to winterize them. This is hard to accept for the second time on the same project. Our credibility with the Division of State Lands, Oregon Department of Fish & Wildlife, Soil Conservation Service and others has suffered a major setback, to say the least.

Prior to beginning the review of the project, Fish & Wildlife representatives indicated they would inspect the stream next summer to see if it was rehabilitating itself. After observing the unwinterized areas with great potential for siltation of the streams, they retracted their statement on the stream inspection.

DLT:bn

cc: E. S. Hunter
E. L. Hardt
Dave Willhite

1541

July 31, 1984

CON

Bonstan Construction Co. Inc.
P.O. Box 32
Clackamas, OR 97015

Time Extension Request
Beaver Creek Road
Contract No. 9547
FAP No. IX-73(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested a contract time adjustment of an additional [illegible] calendar days due to weather conditions during the summer of 1983. You are correct in stating that "reasonably predictable" weather is ordinarily not a valid reason for adjustment of contract time. Your request states that you lost [illegible] days directly due to rain during this time period and that the remaining [illegible] days were lost due to resultant wet conditions. Based upon the data submitted, we are unable to determine whether or not the weather conditions were "reasonably predictable" and, if so, to what extent. Some rainy days are "reasonably predictable" in this area during this time of the year.

One method of evaluating the predictability of weather conditions is to compile the weather records for the period of time in question for the immediate prior ten years and to determine the predictable frequency of recurrence for the applicable conditions over the appropriate time period. If a condition occurs twice during the prior ten years it may be considered "reasonably predictable". This data can then be used to determine if, and to what extent, the time period in question exceeds "reasonably predictable" weather conditions. We would consider a request supported by such data should you desire to submit it.

Based upon the data submitted, your present time extension request for rain delays is denied.

During our review of your request, it was determined that the performance of work under Price Agreement No. 3 delayed project completion by seven calendar days. A contract time adjustment of an additional seven calendar days is granted for this reason. The adjusted contract time of completion for this project is 407 calendar days.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Dave Willhite

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Dave Willhite w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 13, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: BEAVER CREEK ROAD SECTION
Cascade Highway South
Contract No. 9547

Attached is a time extension request from Bonstan Construction Company for an 86 day time extension, mainly based on wet, cloudy weather during the summer of 1983 and soil conditions throughout the job.

Dave Willhite has analyzed the request and concludes that soil conditions, construction procedures necessary, etc., were apparent before the contract was let, and there were no changes made from the original plans. The weather was exceptionally wet and the cloudiness did have an effect on drying the material, but the weather was not sufficiently abnormal to be considered a reason for a time extension.

Dave has identified one item of extra work that he feels is justification for a 7 day extension. Under Price Agreement 3, a pipe was increased in size through the Beaver Creek Road intersection, and according to Dave's records, should be considered for a 7 day extension. I agree with this and recommend we grant 7 days due to the extra work involved with this pipe, and reject the request for time based on weather and soil conditions.

7-25-84
W. E. Schwartz -
I concur with Region and Project Manager and recommend a time extension of 7 calendar days due to work done under P. A. 3.

Jackmond

CE.....CAE..... RECEIVED LS .... TC ....
COE.....CM..... SA..... CC.....
CA..... JUL 16 1984 FE.....
CAM..... MA.....
CP..... CONSTRUCTION OCS.....
EEO..... SECTION FILE.....

MC/gw
Attachment
cc Dave Willhite

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/8/84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 4/2/84, my authorization with effective date of 3/8/84 is amended to include a lump sum amount of $133.30 - Federal funds $113.31 to cover water charged to the Weddle property because of damaged water line.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO [illegible]
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Orig 4/18

14. DATE 4/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1547 F

RAILROAD & UTILITY UNIT 378-6511 ROW 18-2

Mr. D. E. Wilkin
Division Administrator
Federal Highway Administration

April 2, 1984

Gary A. Potter
Manager, Program Section

Cost of Water Loss
Water Service Relocation
Clairmont Water District
Beaver Creek Rd Section
Cascade Hwy South
Clackamas County
Project No. IX-78(5)

Reference is made to my letter of March 15, 1984, which submitted an estimate of cost from Clairmont Water District for the relocation of water service facilities to the John Weddle property. This relocation work has been approved by your PR1240 dated March 28, 1984.

The necessity for relocating the water service line was brought to the State Highway Division's attention by Clairmont Water District because of an unproportionate increase in water usage by Mr. Weddle, which indicated a damage to the service line.

The damage to the service line was caused by the placement of highway roadbed embankment by the State Highway Division's contractor. Damage was not caused by any unusual operation or neglect on the part of the State's contractor. It is therefore the Oregon State Highway Division's responsibility to reimburse Clairmont Water District for the water loss caused by the damage to the water service line.

Clairmont Water District has reviewed their water service records for the John Weddle property and determined that the cost of the water loss due to the damaged service line is $133.30. A copy of the District's water usage and service charges for the Weddle property and the computation for the cost of the lost water is enclosed.

Your approval of the lump sum payment to Clairmont District for the cost of lost water due to the damaged water service line to the Weddle property is requested. Actual cost to the State is $133.30.

JMC/GAP/nv
cc: E. S. Hunter
J. M. Cartwright
Dave Wilhite
Ted Inloes

RECEIVED
TECHNICAL SERVICES
APR 4 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

rll

1547

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/27/84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install luminaire and pole

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/27/84 as requested in Mr. Fredrickson's letter of 3/19/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 7 representing work to be performed by Portland General Electric Forces is approved for a TEC of $1,000 - Federal Funds $850.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR

Info	Inites	R/D	D/R	Sign	Act	File

14. DATE 3/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/8/84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 3/15/84 this will confirm the advance approval date of 3/8/84 to proceed with the actual adjustments for the relocation of Clairmont Water Districts water service facilities on an actual cost basis estimated to be $2,672 - Federal Funds $2,271, contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with Clairmont Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info Inter R/D D/R Sign Act File

14. DATE 3/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

March 15, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: **Water Service Relocation**
Clairmont Water District
Beavercreek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Here is a copy of an estimate of cost from Clairmont Water District to relocate water service facilities to the John Weddle property, dated March 7, 1984, and a sketch showing their proposed relocation.

A certification prepared by Ted Holmes as to the District's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The District advised the State verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 3b (1) (b) of FPM 30-4, as the relocation involves a crossing of the project by the facilities

There will be no betterment derived from the proposed adjustment of the District's facilities.

RECEIVED
TECHNICAL SERVICES
MAR 19 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 8, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2672.

JMC/GAP/nv
Enc.
cc: ✓E. S. Hunter
J. M. Cartwright
Ted Inloes

7547

F

March 8, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: C. T. Christianson, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Service Relocation
Clairmont Water District
Beavercreek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Confirmation of your verbal authorization for Clairmont Water District to proceed with the relocation of their water service line to the John Weddle property (14437 Thayer Rd.) which is in conflict with this project as of March 8, 1984 is requested. An estimate of cost is being prepared by the District. Preliminary estimate of cost is $2,600. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 8, 1984 is approved

C T Christianson

C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Willhite
Ted Inloes
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
MAR 15 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
MAR 12 1984
RR & UTILITY UNIT

DATE: March 1, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Beaver Creek Road Section
Cascade South Highway, Clackamas County
Contract No. 9547

This Interstate Transfer project was approximately 70 percent complete on January 31 with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by $100,000 or 3.8 percent.

Installation of culverts of 48-inch diameter in place of smaller size culverts at two locations was requested by the Department of Fish and Wildlife. This improvement is to permit fish passage in two streams and added $17,600 to the cost of the project.

Unsuitable material in the form of debris was encountered in an embankment foundation site. It was necessary to excavate a large amount of material, including tires and sawdust, and dispose of it off the limits of the project in order to establish a suitable foundation for the fill. This work added $15,900 to the cost of the project.

Adjustment of water mains belonging to Clairmont Water District was a part of the contract. Plans for this portion of the work were provided by the District and, unfortunately, some details were omitted. Installation of transition sections due to this oversight added $10,730 to the cost of the project.

It was deemed necessary to treat a small pond area by covering with pit-run stone material in order to eliminate an undesirable foundation condition in one area. In another area, a right-of-way obligation necessitated installation of a fence which was not shown on the plans. These two items added another $5,000 to the cost of the project.

The balance of the anticipated overrun, and the largest single portion thereof, consists of the construction engineering. The main reason for the overrun of this item is the carrying over of the project into another construction season. This is primarily due to the unusually wet weather which occurred last year.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $100,000 to a new total of 1,232,713.56. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

O.K. - WES

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Beaver Creek Road Section
Cascade South Highway, Clackamas County
Contract No. 9547

This Interstate Transfer project was approximately 70 percent complete on January 31 with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by $100,000.00 or 8.8 percent.

Installation of culverts of 48 inch diameter in place of smaller size culverts at two locations was requested by the Department of Fish and Wildlife. This improvement is to permit fish passage in two streams and added $17,600 to the cost of the project.

Unsuitable material in the form of debris was encountered in an embankment foundation site. It was necessary to excavate and dispose of a large amount of material, including tires and sawdust, and dispose of it off the limits of the project in order to establish a suitable foundation for the fill. This work added $15,900 to the cost of the project.

Adjustment of water mains belonging to Clairmont Water District was a part of the contract. Plans for this portion of the work were provided by the District and, unfortunately, some details were omitted. Installation of transition sections due to this oversight added $10,730 to the cost of the project.

It was deemed necessary to treat a small pond area by covering with pit-run stone material in order to eliminate an undesirable foundation condition in one area. In another area, a right-of-way obligation necessitated installation of a fence which was not shown on the plans. These two items added another $6,000 to the cost of the project.

The balance of the anticipated overrun, and the largest single portion thereof, consists of the construction engineering. The main reason for the overrun of this item is the carrying over of the project into another construction season. This is primarily due to the unusually wet weather which occurred last year.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $100,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.
cc: E. L. Hardt Dave Willhite B. M. Walton W. F. Cobine

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/7/83

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beavercreek Road Section

11. GENERAL DESCRIPTION OF WORK
Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's letter of 11/9/83 this will confirm the advance approval date of 10/7/83 to credit the subject project for betterment charges to Clairmont Water District covering work performed under State Contract 9547. Credit to project total cost $12,725 Federal Funds $10,816 (SFO #4).

(Work performed for Clairmont Water District was approved for inclusion in the PS&E by my PR-1240 with effective date of 9/1/82.)

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
12/1

14. DATE 11/29/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/83
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beavercreek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/11/83 this will confirm the advance approval date of 5/2/83, contingent upon modification of project agreement if additional funds are required, to proceed with the actual adjustment to Clairmont Water District's water line relocation. Reimbursement on an actual cost basis estimated to be $1,898 Federal Funds $1,613 is approved.

I approve the Agreement with Clairmont Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 10/20

14. DATE 10/14/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

5

#

October 11, 1983

RECEIVED
TECHNICAL SERVICES
OCT 12 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED: GARY A. POTTER
Manager, Program Section

SUBJECT: Water Service Relocation
Clairmont Water District
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Here is a copy of an estimate of cost to adjust Clairmont Water District's water service facilities. The estimated cost is based on the actual cost of three services and estimate of fourth yet to be done.

A certification prepared by Ted Inloes as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated June 25, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 2, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,898.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
D. E. Swan
Jack M. Cartwright
Dave Willhite
Ted Inloes

CL 83-199

✓bc: Secretary of State
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.
Filed directly with
you by attorney.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 13 1983
NORMA PAULUS
SECRETARY OF STATE

October 10, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9547

Mr. George C. Reinmiller
Attorney at Law
610 SW Alder
Portland, OR 97205

Attention: James Esterkin

Gentlemen:

This will acknowledge your letter of October 4, 1983, filing a claim on behalf of Dilworth Construction against the following Highway Division contract:

FILED BY:	Dilworth Construction
AMOUNT:	$20,373.44 plus litigation costs including attorneys fees
FOR:	Leasing equipment
AGAINST (Prime contractor)	Bonstan Construction Co.
CONTRACT NO.:	9547
PROJECT:	Beaver Creek Road Section, Cascade Highway South, Clackamas County
SURETY:	U.S. Fidelity & Guaranty Co.
AGENT:	Mansfield, Inc.

Oct 20, 1983
Kjm

We will advise the surety and the contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: U.S. Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

Bonstan Construction Co.
PO Box 32
Clackamas, OR 97015

731-0188

GEORGE C. REINMILLER
ATTORNEY AT LAW
1015 OREGON NATIONAL BUILDING
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 222-1331

AREA CODE 503

October 4, 1983

RECEIVED
STATE HWY ENGR
OCT 6 '83
REFER TO [illegible]
FOR
Info Invest R/D D/R Sign Act File
X

RECEIVED
DOT DIRECTOR
OCT 5 '83
REFER TO [illegible]
FOR
Info Invest R/D D/R Sign Act File

State of Oregon
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Secretary of State
State of Oregon
State Capitol Bldg.
Salem, Oregon 97310

Re: Notice of Claim; Dilworth Construction Co. and Bonstan Construction Co.

Dear Sirs:

This letter will fulfill the requirements of ORS 279.528, giving the Oregon State Department of Transportation notice that Dilworth Construction has a claim for two 260-B Scrapers with reference to the construction on Beavercreek Road in Oregon City. The contract called for the leasing of 260-B Scraper No. 71, Serial No. 28M00590 and 260-B Scraper No. 72, Serial No. 28M00597, said lease beginning on June 17, 1983. Each scraper was leased for a period of two months and the agreed upon rental was $5,000.00 per month per scraper. In addition, the lease called for reimbursement at the rate of $46.68 per one-thirty-second inch of tire wear. The charge on tire wear amounted to $373.44. In addition, the lease called for attorneys fees to be awarded to the prevailing party. The total amount being claimed is $20,373.44, plus all costs of litigation, including attorneys fees.

The claim in the above referenced amount is being taken against the Bond given by United States Fidelity and Guaranty, through Mansfield, Inc. The Bond No. is 6301201037182. The Bond was taken out by Bonstan Construction Co.

RECEIVED
OCT - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,

James Esterkin
Attorney for Dilworth Construction Co.

JE/pf

P493 055 198

9597

RECEIVED
TECHNICAL SERVICES
MAY 18 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

May 17, 1983

Mr. David Abraham
Utilities Director
Department of Environmental
  Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Sanitary Sewer Line Installation
Tri-City Service District
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Dear Mr. Abraham:

The Oregon State Highway Division, at the request of the Tri-City Service District, has agreed to include the installation of a new 24-inch "Newell Creek Intercepter" sanitary sewer line on Beaver Creek Road as part of the Beaver Creek Road Section, Cascade Highway South highway construction project. The proposed installation is as shown on the attached copy of Tri-City Service District's plans for the Newell Creek Intercepter sanitary sewer improvement.

The proposed 24-inch "Newell Creek Intercepter" sanitary sewer line to be installed is a new facility and not a replacement, therefore, the cost of installation is the responsibility of the Tri-City Service District.

Tri-City Service District did request and receive the Oregon State Highway Division verbal approval for having the intercepter sanitary sewer line installation work included as part of the Beaver Creek Road Section highway construction project to be constructed by Bonstan Construction Co. It was determined that it was in the best interest of the public and the timely execution of the State's project to have the intercepter sanitary sewer line installation included as part of the State's contract.

Bonstan Construction Co. has been supplied with a copy of plans and specifications for the intercepter sanitary sewer installation and has agreed to perform the installation as Extra Work under the highway construction Contract on a Lump Sum basis. Tri-City Service District and Bonstan Construction Co. have agreed on the Lump Sum amount of $172,528 for the cost of installing the intercepter sanitary sewer line. A copy of Bonstan Construction Company's Lump Sum bid for the installation is attached.

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your new 24-inch intercepter sanitary sewer line in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the Tri-City Service District will be required to forward payment to the Oregon State Highway Division before the work is started.

If the terms set forth above for the installation and payment for the installation of the District's 24-inch intercepter sanitary sewer line is acceptable to the Tri-City Service District, please have the appropriate official(s) execute two (2) copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED:

TRI-CITY SERVICE DISTRICT

Date ______________________________

By ______________________________

By ______________________________

JMC/llr
Attachments
bc: D. E. Wilken - FHWA
E. S. Hunter
D. E. Swan - w/att.
E. L. Hardt - w/att.
Pete Gonzalez - w/att.
Dave Willhite - w/att.
Ted Inloes - w/att.
C. T. Keasey - w/att.

9547

May 3, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Services Relocation
Clairmont Water District
Beavercreek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

RECEIVED
TECHNICAL SERVICE
MAY 6 '83
REFER TO
FOR
Info | Inves | R/D

Dear Mr. Lowe:

Confirmation of your verbal authorization for Clairmont Water District to proceed with the relocation of their water service facilities in conflict with this project as of May 2, 1983 is requested. An estimate of cost is being prepared by the District. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
May 2, 1983 is approved

Thomas P Lowe
Thomas P. Lowe, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Willhite
Ted Inloes
Pete Gonzalez

7/17 3-7-83

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-1-82

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
BEAVER CREEK ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Utility

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility (see below)

13. REMARKS

As requested by Mr. Swan's February 25, 1983 letter and based on the information and documentation furnished as regards Clairmont Water District, as well as my PR-1240 dated September 1, 1982 recognizing that the utility was not adequately staffed to perform the relocation work, I concur that it is in the public interest to reimburse the utility for engineering charges for the approved relocation. It is understood that the utility utilized the services of the firm of Carter, Bringle and Associates to perform this work. Approval is granted for the reimbursement of these services on an actual cost basis estimated to be $5,260; Federal funds $4,471.

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 3/11

14. DATE 3-8-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1517

February 25, 1983

RECEIVED
TECHNICAL SERVICES
FEB 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Acting Program Section Manager

SUBJEC: Water Main Relocation
Clairmont Water District
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Reference is made to Jack Cartwright's letter of September 13, 1982 which advised that the Clairmont Water District was not sufficiently staffed to perform the design and construction of the water facility relocation work required to accommodate the subject project. This determination was based on discussions with the District and a letter from the District dated June 28, 1982. The inclusion of the water main relocation work as part of the State's contract was approved by your PR-1240 dated September 13, 1982. Copies of the letters and PR-1240 are attached.

On November 15, 1982, a letter from the District, dated November 9, 1982, was received which transmitted detailed plans for water main connections and an estimate of cost for consulting engineering services required for the water main relocation. No engineering service agreement was submitted with the estimate of cost. The District's letter of June 28, 1982 mentioned inspection by District's staff inspectors but not by a consultant. On January 27, 1983 a copy of an engineering service agreement between the District and Carter, Bringle & Associates, dated January 19, 1983, was received. The District was repeatedly asked for information as to when their consultant had started work and the costs involved. On February 16, 1983 billing of cost from Carter, Bringle & Associates, dated November 6, 1982, in the amount of $1,170.50 was received. A copy of District's September 17, 1980 meeting minutes, approving the retainage of Vic Bringle as Engineer, was also received. Copies of all referenced correspondence, the engineering service agreement and cost estimate are attached.

The State, at the time of Jack Cartwright's September 13, 1982 letter, was not aware of the District's use of a consultant. The District did not realize that this was an item requiring prior approval by the State and FHWA. The use of a consultant is necessary as the District is not staffed to provide required engineering services.

The estimated cost of consulting engineering services is $5,260. The authorization date of September 1, 1982, for the relocation work, is requested for consulting engineering services.

JMC/DES/llr
Attachments
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-20 [illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 71112

2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-16-82

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

BEAVERCREEK ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Seal Abandoned Water Well

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of November 16, 1982 - as requested in Mr. Keasey's letter of December 17, 1982 - as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 2 is approved for a TEC of $2,000; Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
DEC 29 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/29

14. DATE 12-20-82

15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1547

RECEIVED
TECHNICAL SERVICES
OCT 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H

ROW 18-4

October 1, 1982

Mr. Herman Kraft
Chairman of the Board
Clairmont Water District
15223 S. Henrici Road
Oregon City, OR 97045

Water Facility Relocation Betterment
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

Dear Mr. Kraft:

Reference is made to your letter of June 28, 1982 which acknowledges the conflict between your water facilities and the proposed construction of the Beaver Creek Road Section of the Cascade Highway South and requested the State to include the water facilities relocation work in the State's highway construction contract.

Your letter also requested that the conflicting water main be replaced by 12-inch Class 52 Ductile Iron Pipe. Eighteen hundred (1800) feet of the pipe being replaced is 8-inch and eleven hundred (1100) feet is 12-inch. The replacement using all 12-inch pipe results in a betterment of facilities. Your letter acknowledges the proposed betterment.

The highway project was let to bid on September 23, 1982 and the apparent low bidder is Bonstan Construction Co., Clackamas, Oregon. A tabulation of the low bid prices for water relocation items is attached.

Using the Low Bid Prices, the cost of replacing your water facilities with the same size pipe (in kind) was calculated to be $50,414. The cost of replacement using all 12-inch pipe was calculated to be $63,139. This results in a betterment cost of $12,725. A copy of the Betterment Computation is attached.

The State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (Betterment in this case) must be deposited with the State in advance of construction. Therefore, it is requested that you forward to the State Highway Division, at the earliest possible date, a check in the amount of $13,075 to cover the cost of betterment. The check should be made out to the Oregon State Highway Division and sent to me at Room 5, Transportation Building, Salem, OR 97310. Your cooperation will be greatly appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Attachment
bc: E. S. Hunter
F. R. Griffin
D. E. Swan
E. L. Hardt
Rob Cameron
Ted Inloes
(All with attachments)

Beaver Creek Road Section
Cascade Highway South
Clackamas County

Water Facility Relocation
Low Bid Unit Prices
Bonstan Construction Company

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE
022	18-inch Culvert Pipe	Lin. Ft.	$ 13.00
041	8-inch Ductile Iron Water Pipe	Lin. Ft.	$ 13.00
042	12-inch Ductile Iron Water Pipe	Lin. Ft.	$ 20.00
044	8-inch Grate Valve	Each	$ 400.00
045	12-inch Grate Valve	Each	$ 675.00

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section BEAVER CREEK ROAD
County CLACKAMAS
Sheet 1 of 1
Kind of Work CLAIRMONT WATER DISTRICT RELOCATION
Length
Date 10-1-82
Name CARTWRIGHT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	BETTERMENT COMPUTATION					
	REPLACEMENT IN KIND					
	18-INCH CULVERT PIPE		L.F.	180	13.00	2,340.00
	8-INCH DUCTILE IRON PIPE		L.F.	1748	13.00	22,724.00
	12-INCH DUCTILE IRON PIPE		L.F.	1120	20.00	22,400.00
	8-INCH GATE VALVE		Each	4	400.00	1,600.00
	12-INCH GATE VALVE		Each	2	675.00	1,350.00
						$50,414.00
	ACTUAL REPLACEMENT					
	18-INCH CULVERT PIPE		L.F.	180	13.00	2,340.00
	8-INCH DUCTILE IRON PIPE		L.F.	48	13.00	624.00
	12-INCH DUCTILE IRON PIPE		L.F.	2820	20.00	56,400.00
	8-INCH GATE VALVE		Each	1	400.00	400.00
	12-INCH GATE VALVE		Each	5	675.00	3,375.00
						$63,139.00
	LESS REPLACEMENT IN KIND COST					50,414.00
	BETTERMENT					$12,725.00
	NOTE: UNIT COSTS USED ARE LOW BID PRICES					

734-1736 (8-81)

Clairmont Water District

15223 S. HENRICI ROAD • OREGON CITY, OREGON 97045
PHONE 656-7240

CM MRE CE [illegible]
TCS [illegible]
CE [illegible]
CSA [illegible]
SC PA EM LM

June 28, 1982

Dept. of Transportation-Highway Division
Attn: Mr. Ted Inloes-Region Utility Specialist
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Beavercreek Road Section, Cascade Hwy South, Clackamas County, Oregon, Proj. ~~#IA1-X.~~ IX-78(-)

Dear Mr. Inloes:

Clairmont Water District hereby requests that the State Hwy. Dept. include the above referenced work in their contract for the relocation of its affected mains.

Specifically: "B" line - from station 14 + 50 to 39 + 00
"M" line - from station 14 + 00 to 17 + 00.

The present plan would call for lowering of the main at several locations and this is undesirable as the O.D. steel pipe has been relined and movement could destroy the bond. The pipe line is the sole source of supply at present into the District. The pipe line at several points going east would be in the center of the planned re-aligned Beavercreek Road, wandering into both traffic lanes.

The District requests that the pipe line be replaced in its entirety from the above referenced stations and that the District's present standard water pipe line of Ductile Iron, Class 52 - 12" size and appurtenances, be installed during construction so minimum down time would be realized during cut over at the above referenced stations. The District requests during construction that inspection will be made by our staff inspectors.

The difference in cost in upgrading pipe size from the existing sizes should be determined at bid opening and the District's cost be defined at that time. The District agrees to absorb the cost differential only of the water line sizes.

Very truly yours,

erman Kraft

Herman Kraft
Chairman of the Board
Clairmont Water District

HK:cb/AGJ

Enc: District Specifications on pipe - transitions.

cc: John H. Hammond Jr., Attorney
Vic Bringle, Clairmont Water District Engineer
Board of Commissioners

9547 9-27-82

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 9/13/82 this will confirm the advance approval date of 9/1/82 to include the utility work for the South Fork Water District's relocation of water lines in the construction contract for the subject project since the utility is not adequately staffed or equipped to perform the work. TEC of $35,330 Federal Funds $30,030 is approved for inclusion in the PS&E Estimate.

I approve the agreement with the South Fork Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Manual.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9547 9-13-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utlity adjustment

13. REMARKS

As requested by Mr. Swan's letter of 9/13/82 this will confirm the advance approval date of 9/1/82 to include utility work for the Clairmont Water Districts relocation of water lines in the construction contract for the subject project since the utility is not adequately staffed or equipped to perform the work. TEC of $104,867.50 Federal Funds $89,137.00 is approved for inclusion in the PS&E Estimate. It should be noted this approval is subject to the difference in cost in upgrading pipe size from the existing sizes to be determined by bid prices and the Districts cost for betterment be defined and charged.

I approve the agreement with Clairmont Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/13/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9547

ROW 18-4

September 13, 1982

TO: Mr. D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Water Facilities Relocation
Clairmont Water District
South Fork Water District
Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(5)

RECEIVED
TECHNICAL SERVICES
SEP 15 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED

Water facilities owned by Clairmont Water District and South Fork Water District were found to be in conflict with the subject project during the preliminary design stage.

During the negotiations with the Water Districts for the relocation of their conflicting water facilities, it was determined that the Districts were not sufficiently staffed to perform the design and construction of the relocation work. The Districts requested that the relocation work be included in the State's contract work. The State determined it was in the best interest of the State, the project and public to include the water relocation work in the highway project contract.

The conflict water facilities are located on County road right of way, therefore, the relocation work is reimbursable pursuant to the terms of ORS 366.321. Copies of the conflict letter to the Districts, citing the extent of conflict and basis for reimbursement are attached. Copies of certifications prepared by Ted Inloes, Region Utility Specialist, as to the Districts rights to reimbursement are also attached.

The relocation work has been included in the final construction plans, approved by the Districts and will be performed by the State's contractor for the highway project.

JMC/llr
Attachments
cc: E. S. Hunter
~~D. E. Swan~~
Ted Inloes

9517 160

STATE OF OREGON **INTEROFFICE MEMO**

Ore. City Bypass Sec.

TO: DON ADAMS
Final Design Engineer

DATE: September 7, 1982

FROM: ALLAN C. HARWOOD
Region Operation Engineer

SUBJECT: MAIL BOX SUPPORTS
Beavercreek Road Section

RECEIVED
1982
ROAD DESIGN SECTION

1 ✓
✓ Adams A
Sullivan

In an August 12, 1982 letter you suggested a trial installation of a mail box support system which can be used to support up to 4 mail boxes.

I have discussed this system with the Maintenance Supervisors and recommend making a test installation if it is not too late.

REFERRED TO
Scard
Cole
Erikson
Watson
BY FINAL DESIGN ENGINEER

ACH/gw

cc Al [illegible]
We're [illegible] to get on contract [illegible]
OK by Contract Review Board & [illegible] on
contract. We'll work on this still under
an [illegible] P.A if it works out
Don.

81-125-1387

Contains Recycled Materials

1547 9-1-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO [illegible]
FOR

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Grading and paving frontage roads

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Signing S. F.	$2,000
Temporary Pavement Striping S.F.	1,300
Permanent Pavement Striping S.F.	2,630

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/30/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,252,420 Federal Funds $1,064,556.

A signed copy of the Title Sheet is returned herewith.

14. DATE 9/1/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7547

160

CITY OF OREGON CITY P.O. Box 631
INCORPORATED 1844

June 7, 1982

CM [illegible] RE OE [illegible] TE
[illegible]
TAM
SU PA EM LM

Mr. Ted Inloes, Region Utility Specialist
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Inloes:

This is in answer to your letter of June 1, 1982, concerning Beavercreek Road section of the Oregon City By-Pass. Confirming our meeting of June 3rd on this subject in my office, the plans will specify water line encasement across the By-Pass section and replacement of approximately 400 feet of pipe as shown on your sketch. It is our understanding that this will be included as part of the Highway Department contract and done at no cost to the City.

As we discussed, it will be simpler and more economical to use new ductile iron pipe in the construction area rather than attempt to remove and replace the existing lead joint pipe.

I have not returned the plans submitted with the June 1st letter. You indicated the sketches we made during our meeting would be transmitted to Salem and that these would be sufficient for the State Design Section. If you have any questions on this, please contact me at 655-8481.

In regards to your File No. 103-1964, Preliminary Utility Plans for the Redland Road to Beavercreek Road section, you were advised that we had no utilities in this area.

Sincerely,

Wm C Parrish

WM. C. PARRISH
City Engineer

WCP/im

cc - Gerald Pecinovsky, General Manager

NOTED
F. ERIKSEN

OREGON CITY, OREGON 97045 • AREA CODE (503) PHONE 655-8481

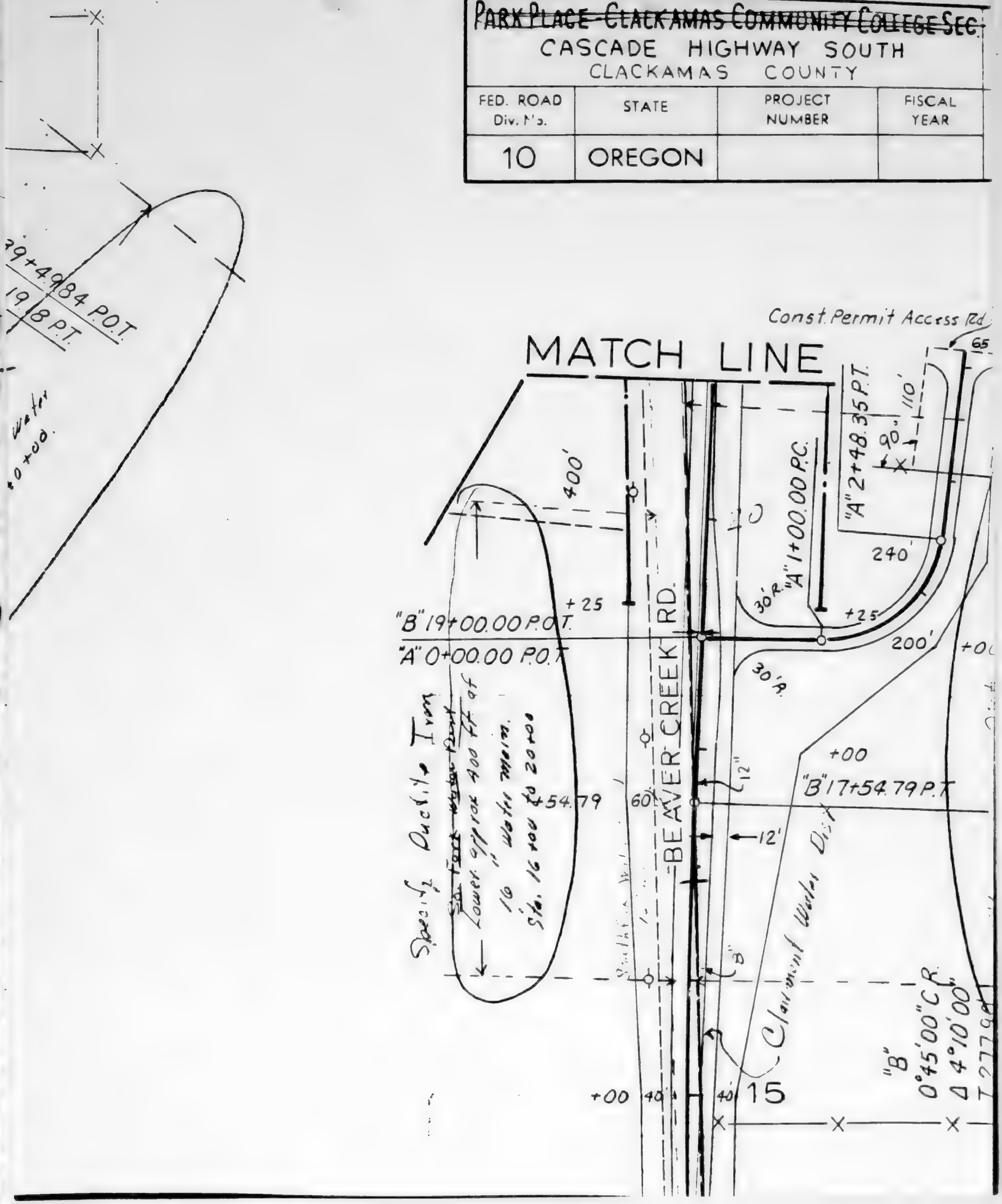
BEAVER CREEK ROAD SECTION

~~PARK PLACE - CLACKAMAS COMMUNITY COLLEGE SEC.~~

CASCADE HIGHWAY SOUTH

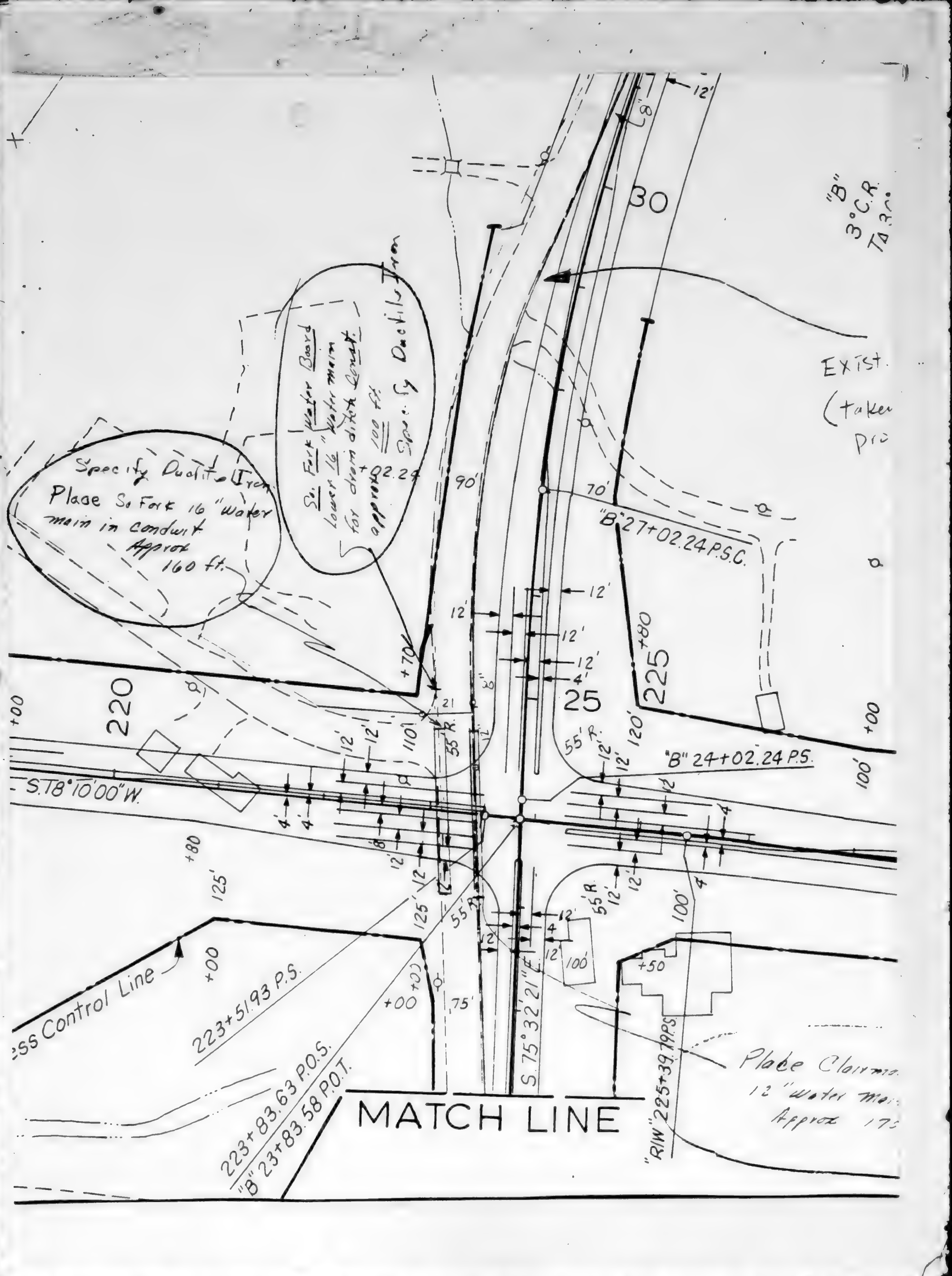
CLACKAMAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		



MATCH LINE
Const. Permit Access Rd.
65
39+49.84 P.O.T.
19.8 P.T.
Water
0+00
400'
110'
90'
"A" 2+48.35 P.T.
"A" 1+00.00 P.C.
240'
30'R.
+25
+25
"B" 19+00.00 P.O.T.
"A" 0+00.00 P.O.T.
200'
+00
30'R.
+00
BEAVER CREEK RD.
12"
"B" 17+54.79 P.T.
+54.79
60'
12'
8"
Claremont Water Dist.
+00
40'
40'
15
"B"
0°45'00" C.R.
Δ 4°10'00"

Specify Ductile Iron
~~So. Fork water Board~~
Lower approx 400 ft of
10" Water main
Sta. 16+00 to 20+00


"B" 3°C.R. TA.3
30
12'
8'
EXIST.
(taken
pro
Specify Ductile Iron
Place So Fork 16" water main in conduit
Approx 160 ft.
So. Fork Water Board
lower 16" water main
for drain ditch const.
approx 100 ft
Specify Ductile Iron
+02.24
90'
70'
"B" 27+02.24 P.S.C.
12'
12'
12'
12'
4'
+70
220
25
225
+80
+00
+00
21
55' R.
110'
55' R.
120'
12'
12'
"B" 24+02.24 P.S.
100'
S. 78° 10' 00" W.
4'
4'
8'
12'
12'
+80
125'
125'
55' R.
55' R.
12'
12'
4
12
12
100'
+50
+00
+00
+00
75'
ess Control Line
223+51.93 P.S.
223+83.63 P.O.S.
"B" 23+83.58 P.O.T.
S. 75° 32' 21" E.
"R/W" 225+39.79 P.S.
MATCH LINE
Plabe Clairm
12" water main
Approx 175

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: June 8, 1982

FROM: TED INLOES Ted Inloes
Region Utilities Specialist

SUBJECT: SOUTH FORK WATER DISTRICT
WATER LINE RELOCATION
Park Place-Clackamas Community College
Beavercreek Road Section
Cascade Highway South
Clackamas County

I met with Bill Parrish on June 3, 1982 to discuss the conflicting areas of their 16 inch water main on Beavercreek Road. I informed Bill that lowering may be required between Station "B"16+00 to "B"20+00. Also, near Station "B"23+00 to "B"25+00 pipe would be placed inside a conduit where it crosses under the Bypass and extending the conduit to correct a conflict anticipated with the drain ditch near Station "B"25+00.

Bill commented that this existing 16 inch main was in 20 foot lengths with leaded joints, and that no one was available to do this type of installation. He also said it was impractical to install leaded joint pipe inside of conduit. Considering these circumstances, Bill recommended these conflicts be replaced with 16 inch Ductile Iron pipe. I told Bill I thought this would be acceptable to the State and Feds.

Bill requested all this work be included in the State's contract work. I assured him that if the previously mentioned work was acceptable the State would pick up all relocation costs.

I passed this information on to Jim Hansen in Design on June 3, 1982. Jim informed me that he no longer had this project and that he was turning it over to Dick Dorn in Road Design.

By this memo I am asking for an opinion or approval from anyone concerned with this project, and that this proposal be included in the upcoming contract.

TI/gw
cc Edward L. Hardt
Jack Cartwright
Fred Eriksen
Dick Dorn
Rob Cameron
Bill Parrish, City of Oregon City

Contains Recycled Materials

9547 160

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: FINAL DESIGN
TRAFFIC ENGINEERING

DATE: June 1, 1982

FROM: Donald E. Shaffer
Bicycle Route Engineer
Don

SUBJECT: Beaver Creek Road Section
Cascade Highway South
Clackamas County

1 ✓
Anderson
2 A
3 AB
Sullivan

RECEIVED
JUN 2 19[illegible]
ROAD DESIGN
SECTION

If the six-foot shoulders to be constructed on the Beaver Creek Road portion of the subject project are a continuation of the existing six-foot shoulders between the Cascade Highway and the Community College entrance, I would like them striped and legended as bicycle lanes.

merge [illegible]
[illegible]

DES:ge

FORWARDED TO
File

Don,
The existing road has narrow shoulders and is not a bike route.
Fred [illegible]
6-3-82

Xc given to Shafer

9347 C

160

1 Versteeg ✓
Anderson
Christenson
2 Olson ADO
Sullivan
Terpin
Trout
3 Wakeman

RECEIVED
ROAD DESIGN SECTION

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 26, 1980
File No: 103-1964

TO: A. D. Olson
Preliminary Design Engineer

FROM: D. R. Adams DRAdams
Project Development Manager

NOTED
ROBERT R. ROUNDS

SUBJECT: Park Place/Clackamas Community College, Cascade Hwy. 213
Beaver Creek Road Intersection
Oregon City Bypass

The large ownership parcels in the vicinity of the Beaver Creek Road intersection are zoned for commercial purposes. This land use was taken into account by John Hanks in developing the traffic generation for the bypass project. Based on the projected traffic volumes, this intersection will operate at a "C" level of service or better.

Attached are the traffic numbers that were generated for the design of the bypass project.

In reviewing the total right-of-way width available through the intersection on Beaver Creek Road, there appears to be adequate right-of-way for additional lanes, if they become necessary in the future. It appears that John Hanks should re-evaluate the intersection, since his work was done some time ago, however, it is our recommendation at this time that no additional lanes be constructed on Beaver Creek Road due to the limited budget of this project. If through the re-evaluation additional lanes are justified, I would like to be advised so we can determine how this additional cost affects the project; and to recommend a new typical section for Beaver Creek Road.

In reviewing the intersection it appears that the right-of-way width is adequate and the access control limits defined on the attached sketch map appear adequate for three of the quadrants. The southwest quadrant may require some extending, since the new driveway access location crosses the left-turn refuge. I will have our right-of-way section review the location of this driveway to determine what affects a shift would have in the cost of right-of-way acquisition. This driveway appears to have the potential of expanding and creating a major access to the large land-locked parcels to the south.

Your review and concern is appreciated, as potential changes in the land use can affect intersections of this type significantly.

DRA:JDM:PE

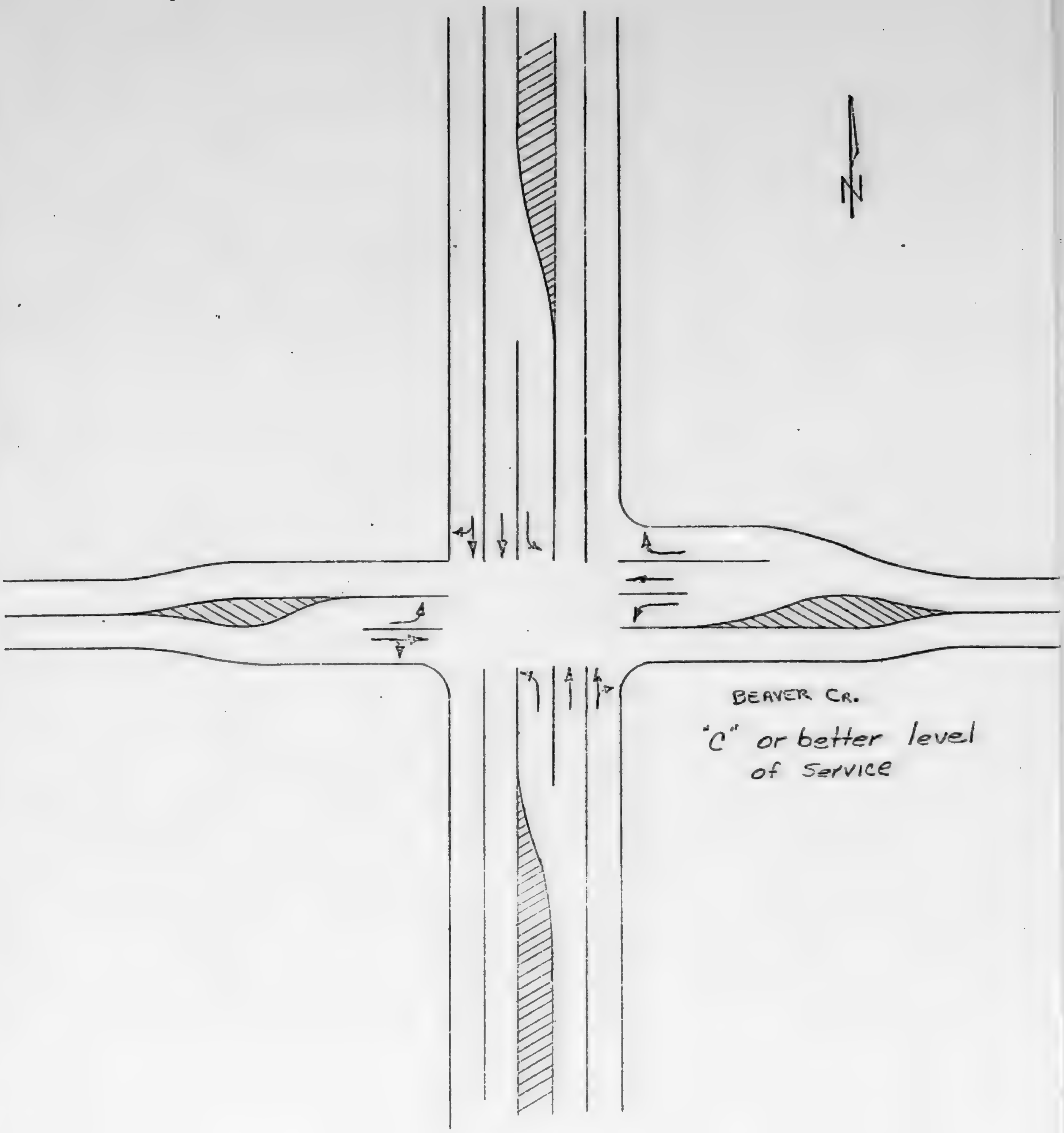
cc: J. D. McClure, C. H. Duval, H. Brindley, R. Cameron, L. Brock

Copy to Hanks for intersection review.
ADO. 7/1/80

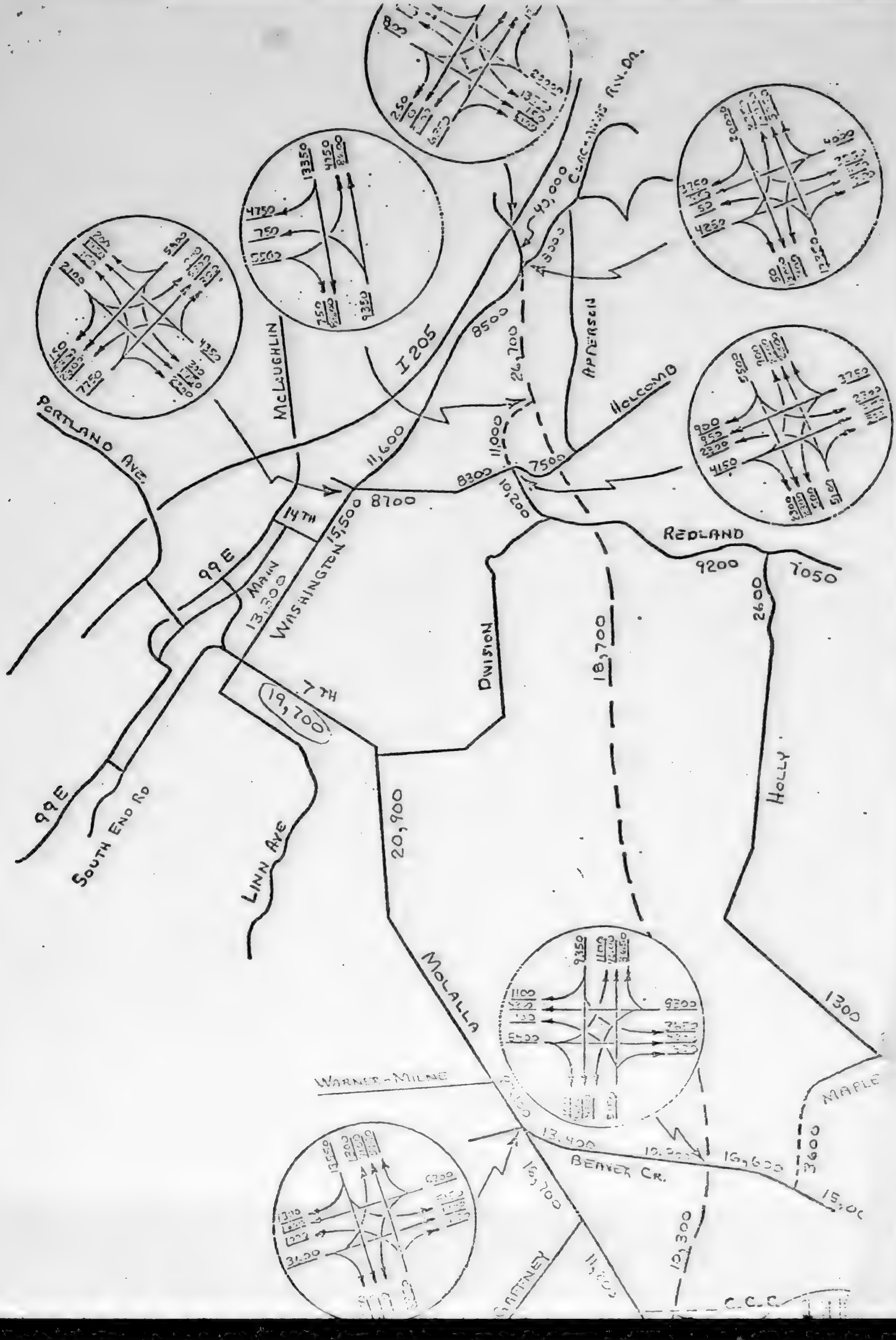
OREGON CITY BYPASS
Traffic Volume Comparison

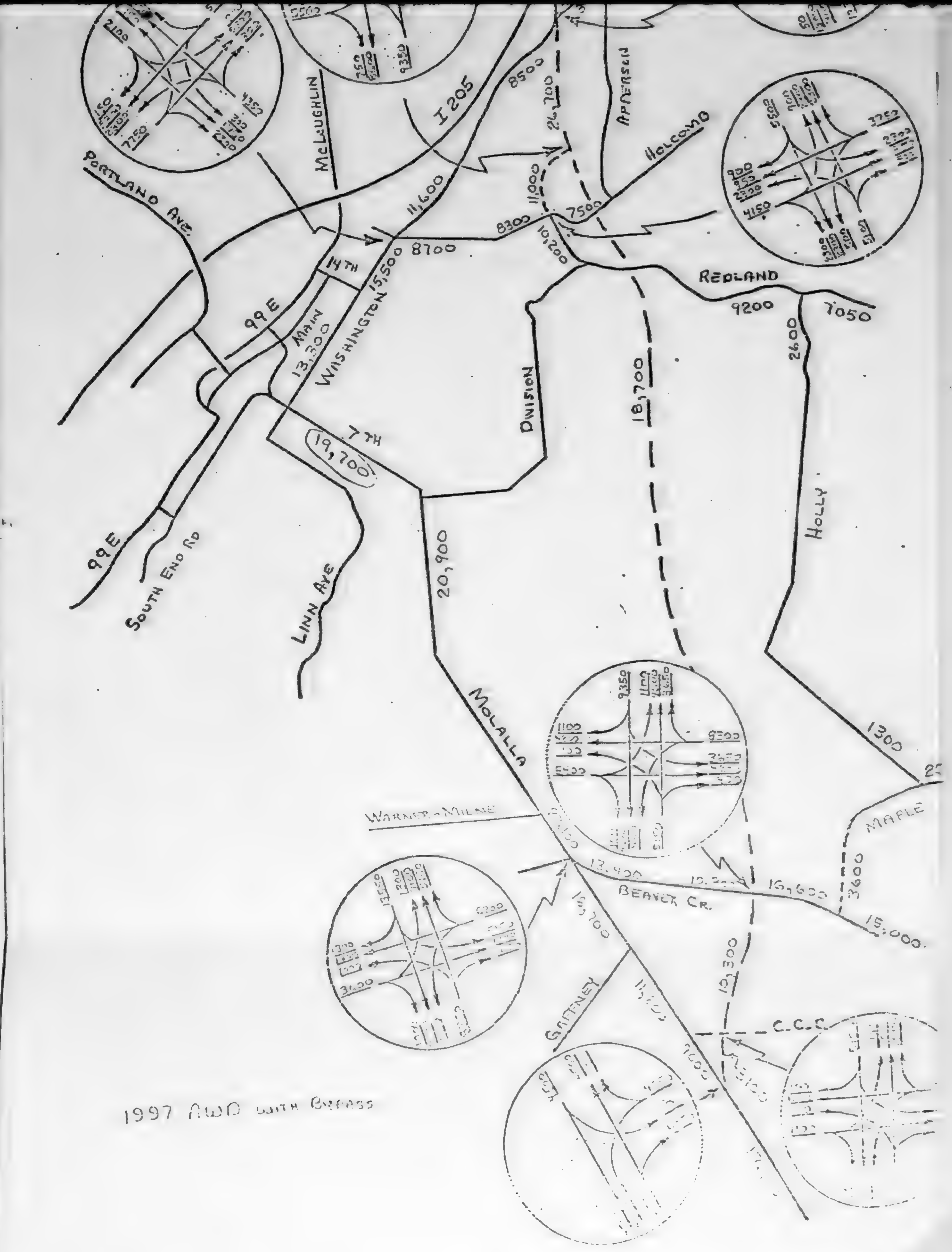
Location	1977 ADT		1997 ADT	
	Existing	With Bypass	No Build	Build
Beaver Creek Road				
E. of Maple	9,200	9,200	12,500	15,000
W. of Maple	9,400	10,200	12,500	16,600
E. of Cascade Hwy.	11,300	9,300	15,000	13,400
Cascade Highway				
S. of CCC	10,700	10,700	13,100	17,100
N. of CCC	13,200	7,900	16,600	11,200
S. of Beaver Creek	17,100	11,600	22,000	16,700
N. of Beaver Creek	25,600	19,000	31,000	27,100
S. of Division	22,900	15,000	25,800	20,900
E. of Washington	21,800	13,900	24,600	19,700
N. of 7th St.	14,800	9,000	18,600	13,300
S. of Redland	18,000	11,200	19,500	15,500
N. of Redland	19,200	8,200	21,700	11,600
S. of Clack. River Road	16,700	5,700	18,400	8,500
Redland Road				
E. of Holly Lane	4,300	4,300	5,550	7,050
W. of Holly Lane	7,000	5,600	10,500	9,200
E. of Holcomb	7,500	6,100	11,500	10,200
W. of Holcomb	9,300	5,300	12,700	8,300
E. of Washington	11,600	5,700	15,200	8,700
Holly Lane				
N. of Beaver Creek	3,500	2,200	6,400	3,600
N. of Maple	2,200	800	4,100	1,300
S. of Redland	3,000	1,600	5,400	2,600
Holcomb Road				
E. of Redland	4,300	4,300	6,800	7,500
Clackamas River Road				
E. of Cascade Highway	4,600	4,600	7,700	8,000
Oregon City Bypass				
S. of CCC	-	4,200	-	8,100
N. of CCC	-	5,400	-	10,300
N. of Beaver Creek	-	9,400	-	18,700
N. of Redland Connection	-	14,000	-	26,700
N. of Clack. River Road	19,700	22,700	23,700	40,000

2-1-78


N
BEAVER CR.
BYPASS

"C" or better level of Service

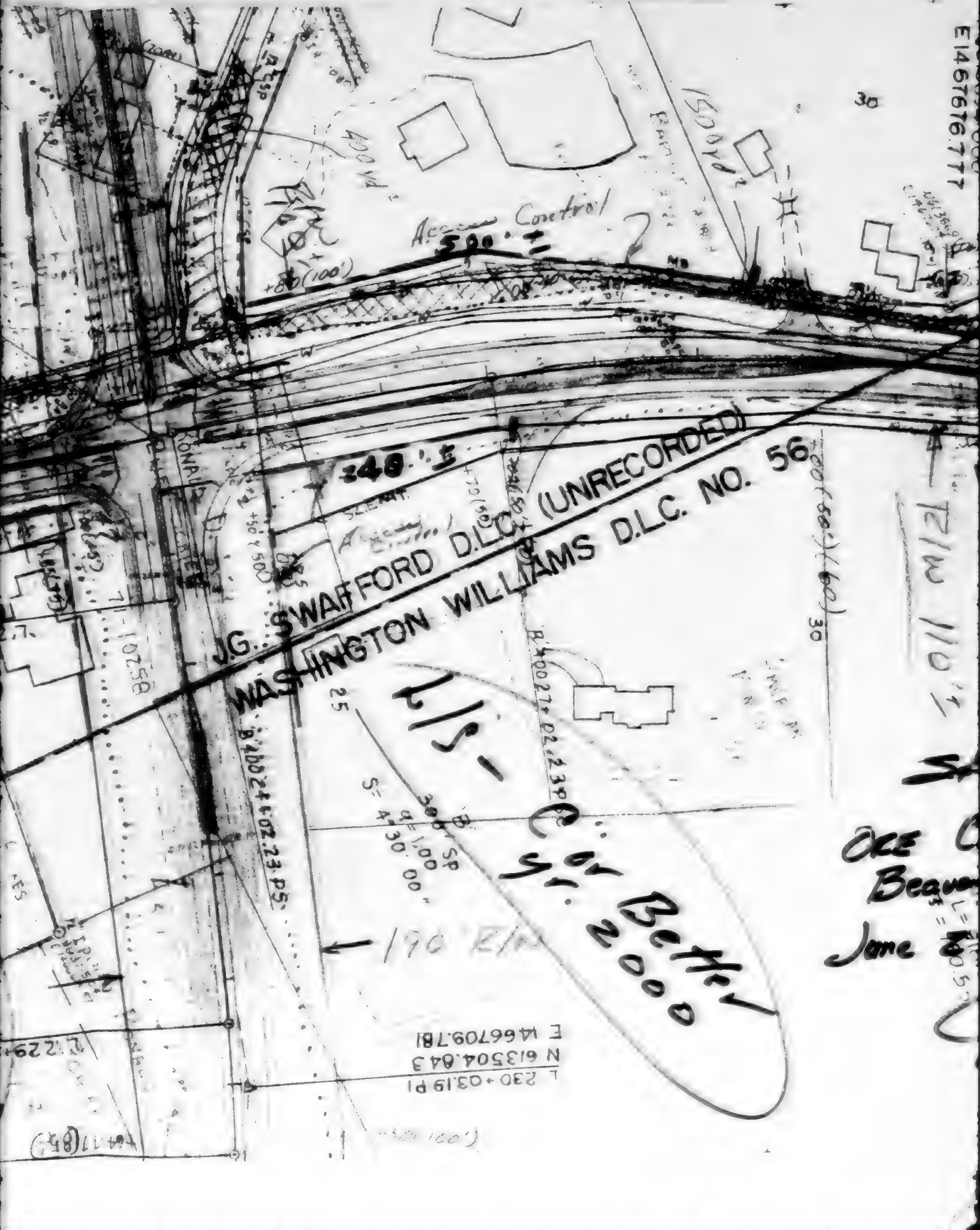

PORTLAND AVE.
McLOUGHLIN
I 205
CLACKAMAS RIV. DR.
45,000
5500
APPERSON
8500
26,700
HOLCOMB
11,600
11,000
7500
8300
8700
15,500
10,200
14TH
99 E
MAIN
13,300
WASHINGTON
REDLAND
9200
7050
2600
DIVISION
18,700
7TH
19,700
99E
SOUTH END RD
LINN AVE
20,900
HOLLY
MOLALLA
1300
WARNER-MILNE
MAPLE
13,400
12,300
16,600
3600
BEAVER CR.
15,000
16,700
12,300
GAFFNEY
11,600
C.C.C.
13350
4750
8600
4750
750
5500
750
9350
2100
5400
4350
7750
4250
3750
4000
12250
9350
3750
4150
9300
3400
6700
13550
3400

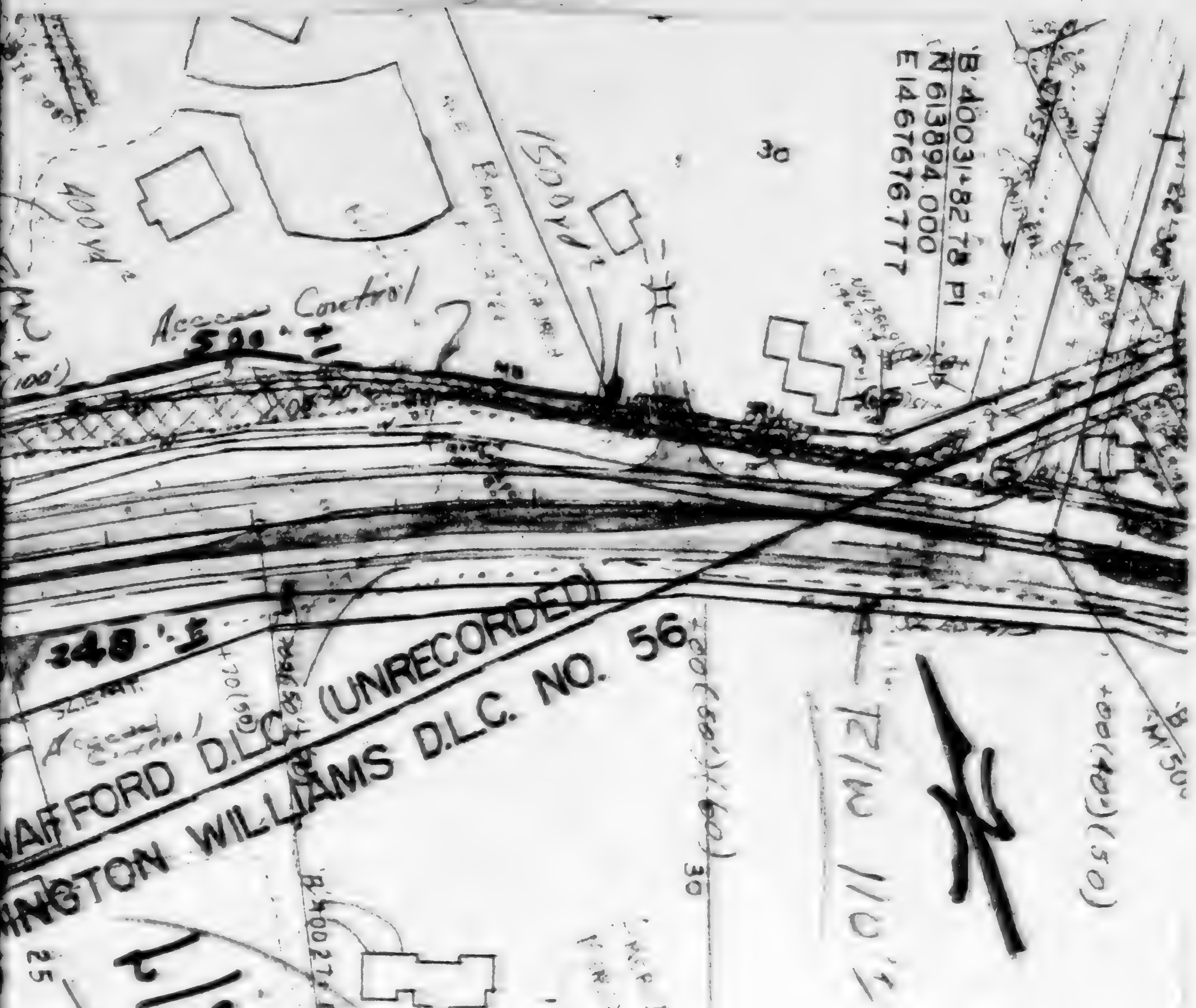


PORTLAND AVE.
McLOUGHLIN
I 205
8500
26,700
APPERSON
HOLCOMB
11,600
11,000
7500
8300
10,200
8700
15,500
14TH
99E
MAIN
13,300
WASHINGTON
REDLAND
9200
7050
2600
DIVISION
18,700
7TH
19,700
99E
SOUTH END RD
LINN AVE
20,900
HOLLY
MOLALLA
1300
MAPLE
WARNER-MILNE
13,400
16,600
3600
BEAVER CR.
15,000
16,700
10,300
GAFFNEY
C.C.C.

1997 AWD with BYPASS

220
R/W 120'(21)
223+83.64 POT = 68+32.00 'B'
PI 46
+78(75)
R/W 95'
+00(50)
35
240
225
strict
rk Waterboard
+00(30')
13 PT
P.C. 225+39.77 PS
'B' 4001+54.79 PT
Δ 00' SP
+00(75')
+00(96')
+50(45')
+00(35')(45')15
Review for Possible R/W Shift
P.T. 229+39.77 PS
2°00'00" CF
TA = 10°30'
L = 125.00
+64.11(85')
6 12 4 12 12 6


J.G. SWAFFORD D.L.C. (UNRECORDED)
WASHINGTON WILLIAMS D.L.C. NO. 56
L/S - C or Better
91. 2000
Access Control
500 ±
340 ±
400yd
1500yd
+80(100')
R/W 110'
30
25
S= 4°30'00"
OCE
Beav
June
E1467676.777
L 230+03.19 PI
N 613504.843
E 1466709.781
190 E/M
+04.11(85')


B 40031+82.78 PI
N 613894.000
E 1467676.777
30
400 yd²
150 yd²
Access Control
500 ±
SPAFFORD D.L.C. (UNRECORDED)
WASHINGTON WILLIAMS D.L.C. NO. 56
Access Control
248 ±
30
B 40027+02.23 PC
R/W 110'±
+00(40')(50)
B
25
300 SP
Δ= 1.00
S= 4°30'00"
← 190' R/W
L 230+03.19 PI
N 613504.843
E 1466709.781
Δ= 3°00'30"
L= 96.9
T= 50.5

U/S - C or Better
yr. 2000

Sketch
OCE City By-Pass
Beaver Creek Rd.
June 26 80

1982 Lincoln City Pavement Marking. 9548

C&A X684- 6-15-82
7-9-87

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On May 19, 1987, approved an extension agreement with the Looking Glass Youth and Family Services, Inc. for the Summer Youth Employment Program for calendar year 1987. Agreement provides for youths from Eugene-Springfield area to assist with various duties, supervised by Maintenance District 5 with existing employees. This project is 100% federally funded.

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

2) On May 28, 1987, approved an agreement with Lincoln County for control of noxious weeds on certain State properties beginning March 1, 1987, and terminating February 28, 1988.

3) On May 28, 1987, approved an agreement with Union County for control of noxious weeds on certain State properties beginning August 1, 1987, and terminating November 1, 1987.

4) On June 1, 1987, signed a personal service contract with Rankin, VavRosky, Doherty, MacColl and Mersereau for the services of a bond counsel at a cost not to exceed $22,500 beginning June 8, 1987, through June 30, 1989.

   On June 3, 1987, signed a personal service contract with Seattle Northwest Securities Corporation for a financial advisor at a cost not to exceed $28,000 beginning June 8, 1987, through June 30, 1989.

   (Above two contracts were necessary for a bond sale sometime between July 1, 1987, and October 1, 1987, to continue the implementation of the $200 million Modernization Program. Approved by Transportation Commission on May 20, 1987.)

5) On June 8, 1987, approved an agreement with the California Department of Transportation covering the inspection and testing of highway materials at locations in the State of Oregon for the California Transportation Laboratory. California will reimburse Oregon at current costs for any tests requested. Total amount of contract not to exceed $5,000.

6) On June 9, 1987, approved using State Funds for additional costs on the Lincoln City Pavement Marking Project (Contract No. 9548) relieving Lincoln City of the responsibility for the $11,078.08 outstanding.

This goes With Misc C&A #7684

7) On June 9, 1987, approved a worksite contract with the Employment Division to have Youth Conservation Corps participants work on Interstate 84 and Interchanges from Arlington to Hood River in The Dalles area beginning June 15, 1987, through July 24, 1987.

8) On June 9, 1987, approved a supplement to an agreement with Cooper Consultants, Inc. for engineering services on the O'Neil Junction-NCL Redmond Section of The Dalles-California Highway in Deschutes County. Supplement amends agreement to include additional right-of-way work and increases the fixed price $11,840 to a new total of $158,075. (Original agreement approved by Transportation Commission on July 31, 1984.)

9) On June 11, 1987, approved a lease agreement with Port of The Dalles in Wasco County for motor vehicle parking and landscaping purposes beginning June 11, 1987, through June 10, 1988.

10) On June 17, 1987, approved an agreement with the Department of State Police to use space for a storage container in the new Highway Division maintenance yard at Warrenton. Agreement is for a five-year period and is renewable. (Approved by W. E. Schwartz for State Highway Engineer.)

11) On June 18, 1987, approved an amendment to a personal service contract with Gossard-Pyron Associates to conduct Phase II team building program for District Maintenance Supervisors and Highway Maintenance Supervisors in Region 3. Amendment increases the cost in the amount of $1,600 for a new total of $7,300 and extends the completion time from July 1, 1987, to September 30, 1987. (Signed by W. E. Schwartz for State Highway Engineer.)

12) On June 22, 1987, approved an agreement with Douglas County to fund an All-Terrain Vehicle storage building on County property at a cost of $4,800 beginning June 1, 1987, through June 1, 1988.

13) On June 25, 1987, approved an Intergovernmental Service Agreement with Oregon State University to provide facilities, equipment, and personnel in connection with the workshop "Site Impact Traffic Evaluation" on June 22, 1987, and terminating on July 31, 1987, at a cost of $875.

14) On June 26, 1987, signed a supplement to an agreement with Lundgren Larson Associates that provides architectural services for the design of a new Region V office building in La Grande. Supplement adds work items and $5,878 to a total project cost. (Approved by Transportation Commission on May 21, 1985.)

15) On June 29, 1987, signed an agreement with W.A.C. Corp. for aerial photography and related services for highway programs at a cost not to exceed $156,457.50 beginning July 1, 1987, through June 30, 1989. (Approved by Transportation Commission on April 14, 1987, and June 23, 1987.)

16) On June 29, 1987, signed a supplemental agreement with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. Supplement adds extra work and increases cost $116,072 to a new total of $2,665,998. (Approved by Transportation Commission on July 31, 1984.)

17) On June 30, 1987, approved an agreement with Steamboat Inn, Inc. to supply treated domestic water from a water treatment facility operated by the Highway Division, District 6, Douglas County. Agreement shall be in effect for one year beginning June 30, 1987.

Larry W. Rulien, State Highway Engineer

Dated this 9 day of July, 1987

7-7-87

ic

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 6-4-85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. PMS-0005(113)
COMPLETION DATE (Actual) 8-17-83	ACCEPTANCE DATE BY CONRTACT AGENCY 4-16-85	TIME ELAPSED 100 %	CONTRACT TIME 8-17-83
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINCOLN CITY PAVEMENT MARKINGS
VARIOUS CITY STREETS
Pavement, Marking & Installation

This project provided for the installation of thermoplastic pavement markings at 141 locations and raised traffic markers on nine city streets.

Final project cost was as originally anticapated. There were no contract claims.

A final inspection of the completed project was made August 14, 1984.

- WHK -

RECEIVED
STATE HWY ENGR
JUN 10 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE JUN 7 1985	TITLE Field Operations Engineer	DATE 8

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

April 26, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9548

Gentlemen or Ladies:

Contract No. 9548 awarded to The Kaspac Corporation dba Kaspac Industries, Inc. for the Lincoln City Pavement Marking Project in Lincoln County was completed on January 10, 1985, and accepted by the State Highway Division on April 16, 1985.

Final payment in the amount of $1,630.74 will be released to the contractor after May 1, 1985. The total contract amount is $32,612.95 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: The Kaspac Corporation dba
Kaspac Industries, Inc.
PO Box 80306
Seattle, WA 98108

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Bill Anhorn

FORM [illegible]

OREGON STATE HIGHWAY DI[illegible]ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lincoln City Pave[illegible] Marking Project

WEEK ENDING: Sept. 15, 1984

SECTION PREFIX: 321-1012

HIGHWAY: Various

COUNTY: Lincoln

NAME OF JOB: Lincoln City Pave. Marking Proj.

KIND OF WORK: Pavement Markings and Raised Markers

CONTRACTOR: Kaspac Corp.

CONTRACT NUMBER: 9548

FEDERAL AID PROJECT NUMBER: PMS-000S (113)

DATE OF CONTRACT: September 29, 1982

DATE WORK STARTED: April 6, 1983

ESTIMATED COMPLETION DATE: **July 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 15, 1983

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 43,549.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 33,549.75

ENGINEERING AUTHORIZATION: $ 10,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,612.85

ENGINEERING COST TO DATE: $ 10,085.00

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: 8/17/83
Extra work 7/27/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final has been submitted, this will be the last report.

SIGNED ______________ LOCATION Newport

Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

C. O. Fredrickson
Region 2 Engineer

January 16, 1984

W. E. Schwartz
Assistant State Highway Engineer

Overrun of Project Authorization
Contract No. 9659 (36-1090)
Contract No. 9601 (21-1013)
Contract No. 9548 (127-1002)
Contract No. 9373 (124-1064)

The reports on expected overrun recently submitted on these projects indicate engineering charges incurred which are excessive and are out of proportion to the amount of contract work. All four involve considerable state funding to pick up the amount beyond the federal participation limit for construction engineering.

Please review this matter to ascertain that the engineering charges are indeed appropriate. I would like to have your recommendation as to what steps can be taken to avoid future occurrences of this nature.

HHP:mk sl

cc H. S. Coulter
C. T. Keasey
Bryant Jackmond

Form 2-372 (Rev. 12-70)

NOV 25 1983
RME
ENV

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Lincoln City Pavement Marking Project Date 11/16/83

Highway Various Highways and City Streets ; Contract No. 9548

County Lincoln Kind of Work Pavement Marking Contractor The Kaspac Corp. dba KASPAC Industries

	Authorized	Estimated	
Contract Amount	31,445.20	28,500.00	
Anticipated Items	1,000.00	0	
Contingency (4½%)	03 1,460.~~00~~	5,049.75 ~~5,000.00~~	
Engineering	3,244.52	10,000.00	
Credits	---------	---------	
PROJECT COST	75 37,149.~~72~~--	43.549.75 ~~43,500.00~~-	
	NET INCREASE $	6,400.00 ~~6,350.28~~	OR 17.2 ~~17.1~~- %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
U) PA #1 Resurface Thermoplastic Pavement Markings	5,000.00	5,000.00
(C) Engineering	10,000.00	6,755.48

Principal reasons for overruns (Continue on reverse side): See Attached Sheet

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Charles W. Elroy
Resident Engineer

Noted by
For Construction ~~or Bridge~~ Engineer

Confirmed by
Regional Engineer

Noted by
Deputy or State Highway Engineer

Lincoln City Pavement Marking Project

321-1012

Reasons for Overruns

Contract Item	
PA#1 Resurface Thermoplastic Pavement Markings 7	The Resurfacing of the Thermoplastic Pavement markings was found to be needed in order to obtain the Skid resistant surface required by the Specifications. This Skid resistance specification can be met by resurfacing the in place thermoplastic marking and making sure that the glass beads and cullets are added in excess of that stated by the manufacturer. Because a British Portable Tester was not used during the laydown of the Hot laid Thermoplastic markings to obtain a 50 BPN the State has agreed to pay for half of the contractor's expense to resurface in order to meet skid resistance.
Engineering:	The following listings are our reasons for an estimated 208% Engineering overrun: 1) Contractor used an extensive amount of time due to a small sized crew. 2) Contractor working Early and late which required a large amount of overtime. 3) Extra Engineering personnel was required to layout for Raised pavement marker placement due to no centerline markings. 4) Engineering Crew office is located over 25- miles from the project requiring overtime for traveling. 5) Anticipated Engineer inspection of resurfacing of the Thermoplastic markings Scheduled next year.

DATE: January 6, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lincoln City Pavement Marking Project
Various Streets and Highways, Lincoln County
Contract No. 9548

This federal-aid pavement marking project has been completed and it is apparent that the final cost will exceed the project authorization by $6,400 or 17.2 percent.

The pavement marking materials were applied by the contractor at rates recommended by the manufacturer. When subsequently tested, the markings failed to attain the specified skid resistance. It then became necessary to resurface the markings in order to meet the specification and additional costs were incurred by the contractor. The British Portable Tester required to measure the skid resistance is no longer available and was not used during placement of the thermoplastic markings, and we incurred an obligation due to belated notification. The State's half of the cost of correction is expected to add approximately $5,000 to the cost of the project.

In addition, the engineering will overrun nearly $7,000. This is because the contractor utilized a small crew on overtime. The State crew also laid out the raised pavement markers and had to travel 25 miles in heavy recreational traffic to reach the work site. Engineering funds are also set up to cover inspection of the reapplied pavement markings.

There are sufficient funds available in the category of work and all the increase, except $4,970, is eligible for federal participation.

I recommend that the authorization be increased by $6,400 to a new total of $43,549.76. This matter will be on the consent calendar for the January 18 meeting.

HHP:mk sl

bc Fred D. Miller V. E. Skoog
R. W. Gormsen C. O. Fredrickson
C. T. Keasey George Bell

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 3, 1984

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 5 '84
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

SUBJECT: Request for Increase in Project Authorization
Lincoln City Pavement Marking Project
Various Streets and Highways, Lincoln County
Contract No. 9548

This federal aid pavement marking project has been completed and it is apparent that the final cost will exceed the project authorization by $6,400.00 or 17.2 percent.

The pavement marking materials were applied by the contractor at rates recommended by the manufacturer. When subsequently tested, the markings failed to attain the specified skid resistance. It then became necessary to resurface the markings in order to meet the specification and additional costs were incurred by the contractor. The British Portable Tester required to measure the skid resistance is no longer available and was not used during placement of the thermoplastic markings, and we incurred an obligation due to belated notification. The State's half of the cost of correction is expected to add approximately $5,000 to the cost of the project.

In addition, the engineering will overrun nearly $7,000. This is because the contractor utilized a small crew on overtime. The State crew also laid out the raised pavement markers and had to travel 25 miles in heavy recreational traffic to reach the work site. Engineering funds are also set up to cover inspection of the reapplied pavement markings.

There are sufficient funds available in the category of work and all the increase, except $4,970, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $6,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chuck Elroy
R. D. Church
D. E. Swan

COM/MEM/4

81-125-1387

7541

Lincoln City

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: C. O. Fredrickson
Region 2 Engineer
Attn:
G. W. Wimer

DATE: November 15, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Lincoln City Pavement Marking Project

1 ✓
2 ✓
3

In response to your November 4 memo regarding the subject project, our position is that the standard crosswalk markings only should be installed in this project and the City can paint the longitudinal bars, if they desire. Unless the existing longitudinal bars have to be removed to install the new standard (transverse) crosswalk markings, it does not appear that the removal is necessary.

The decision to not allow the longitudinal bars as part of the project was previously discussed with the City and David Weaver.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DKH:ds

cc: C. T. Keasey
J. H. Versteeg
David R. Weaver

Contains Recycled Materials

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-89		County Lincoln
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number PMS-000S(113)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,500.00	$ 47,650.00
Federal funds	$ 10,500.00	$ 47,650.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of October, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-F16

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. PMS-000S(113)

Lincoln City Pavement Marking Project
Various Highways and City Streets
Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 10,500.00

Type Code SFTY
Pavement Markings

Mobilization		All Required	$ 500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	214 Sq. Ft.	1.00	214.00
Temporary Barricades	2 Each	10.00	20.00
Sequential Arrow Signs	1 Each	100.00	100.00
Flagmen	500 Hour	4.00	2,000.00
Removal of Existing Pavement Markings		All Required	3,000.00
Thermoplastic Pavement Arrows	45 Each	40.00	1,800.00
Thermoplastic Pavement "Only's"	41 Each	75.00	3,075.00
Thermoplastic Pavement "School Crossings"	12 Each	175.00	2,100.00
Thermoplastic Pavement Line	9,456 Sq. Ft.	1.45	13,711.20
Mono-Directional Crystal Type I Markers	300 Each	2.75	825.00
Bi-Directional Yellow Type I Markers	1,200 Each	2.75	3,300.00
White Type II Markers	200 Each	1.50	300.00
			$ 31,445.20

Anticipated Item

Remove Existing Raised Markers (SF)		All Required	$ 1,000.00
		SUBTOTAL	$ 32,445.20
		Engineering	4,704.80
		TOTAL	$ 37,150.00

Length of Project ------------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 10,500.00	$ 10,500.00
Pavement Markings	37,150.00	37,150.00
TOTAL	$ 47,650.00	$ 47,650.00

Group 1 52%; Group 8 48%
Contract No. 9548
Prefix: 321-1909 (PE)
Prefix: 321-1012

6

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lincoln Project No. PMS-000S(113)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets (Lincoln City)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-14-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS	PRO RATA 100.0%
ESTIMATED TOTAL COST OF PROJECT $ 10,500.00	FEDERAL FUNDS $ 10,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 20, 1982

FEDERAL-AID PROJECT
NO. PMS-000S(013)

LINCOLN CITY PAVEMENT MARKING PROJECT
CITY STREETS IN LINCOLN COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$10,500.00
	TOTAL	$10,500.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$10,500.00	$10,500.00
Retain in Program		
Contract Work	75,000.00	75,000.00
TOTAL	$85,500.00	$85,500.00

Group 1	100%
Prefix:	321-1909

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

F I L E September 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
East Portland Freeway, Multnomah County
Grading, Paving and Structures

Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
Cascade Highway N. and Sunnyside Road, Clackamas County
Traffic Signals

Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
Various City Streets (Portland), Multnomah County
Traffic Signals

Pedestrian signals to be installed on this project.

4. Beaver Creek Road
Cascade Highway S., Clackamas County
Grading and Paving

Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

Same as No. 1.

5. Lincoln City Pavement Marking Project
   Various Highways and Streets, Lincoln County
   Pavement Marking

   Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
   Portland, Multnomah County
   Building Demolition

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
   NW Front Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
   SE 182nd Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

1548

Lincoln City

4907 Southwest Highway 101

September 13, 1982

Phillip O. Sterns
Region Federal Aid Specialist
Department of Transportation
2960 E. State Street
Salem, OR 97310

Bill 2 JWS
1 4

SUBJECT: Lincoln City Pavement Marking Project

PHIL

The City has reviewed the plans for subject project. Enclosed is one set with our comments marked in red and approval signatures of our Mayor and City Manager.

Following are additional comments and suggestions:

This item will be resolved prior to the pre-construction conference. S

1. The City still contends that using horizontal bars in all crosswalks for added visibility is the most desirable pavement marking for pedestrian safety; the City will continue to mark all crosswalks in that manner, even if they are not included in this project.

Items 2 thru 12 may be taken care during contract. S

2. Raised pavement markings should be added on:
   a) N. Jetty from NW 40th to NW 21st
   b) N. Harbor from NW 21st to NW 12th
   c) NW 21st from Highway U.S. 101 to Harbor
   d) S. 51st Street from Highway U.S. 101 to end of cul-de-sac

3. The addition of a crosswalk on NE 22nd between NE Quay Avenue and NE Quay Place.

4. The addition of stop bars on:
   a) NW Lee at NW 22nd using typical drawing "N"
   b) SW 62nd at Fleet and at Galley using typical drawing "BB"

5. The typical drawing for Map No. 4 (N. 39th at Jetty Avenue) should be similar to "AA"; there are 3 stop signs at this intersection.

P.O. Box 50 • Lincoln City, Oregon 97367 • (503) 996-2151

6. The arrow should be deleted from Map No. 37 (N. 25th Street at Keel).

7. The intersection at the "D" River Wayside has been modified from the orginial suggested by the City; the City still prefers the orginial design.

8. Map No. 88 (S. 3rd Street at Highway U.S. 101) a left turn lane should be added heading south.

9. Map No. 99 (S. 12th Street at Highway U.S. 101), the crosswalk should be on the north side of the intersection.

10. Map No. 103 should be deleted, it is included in Map No. 104.

11. Map No. 106 (S. 19th Street at Highway U.S. 101) a crosswalk has been added; this could cause a major safety problem at this location.

12. Typical Drawing "L" included a stop bar with a crosswalk; this is duplication.

The City of Lincoln City appreciates the effort that has been put into the project by you and other staff members of the Highway Division. If I can be of further assistance, please contact me.

John D. Thomas,
Director of Public Works/
City Engineer

JDT:ks
Enclosure

cc: Del Isham, State Senator
Al Hatton, Mayor
Kent Taylor, City Manager

9.15.82
Original w/approved plans was sent to Traffic —S

9541

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
PMS-000S(113)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20076

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/1/82

8. FEDERAL ROUTE NUMBER
Various & Non Federal-aid

9. STATE ROUTE NUMBER
County Roads & City Streets

10. GENERAL LOCATION
Lincoln City Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Pavement markings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
Remove existing raised markers S.F. $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/30/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $96,447 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO Mahoney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
9/1/82

15. SIGNATURE OF APPROVING OFFICIAL
G K Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7848

Lincoln City

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3/DES

TO: FINAL DESIGN

DATE: August 13, 1982

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: **Lincoln City Pavement Marking Project**
Lincoln City, Lincoln County

Please charge the crosswalk work for the above-named project to the bicycle-pedestrian program.

RECEIVED
1 1982
ROAD DESIGN
SECTION

1

Copy

DES:ge

9543

GENERAL FILES

June 15, 1982

City of Lincoln City
City Hall
Lincoln City, OR 97367

AGR 4

Attention: D. W. Works
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7684

Gentlemen:

Attached for your files is a fully executed copy of an agreement for a Pavement Marking Project in Lincoln City.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 12, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

A project has been requested to upgrade pavement markings on the street and highway system within the Lincoln City urban area.

Construction will be by contract with all phases of engineering being performed by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	City Funds
State & City	Lincoln City Pavement Marking Project Lincoln County	$75,000	$75,000	-0-	-0-

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np

APPROVED:

Coulter
State Highway Engineer

DATE: 4/14/82

-9548 A-C-1 6-1

Form 81-734-3639

(LCP 0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

5-25-82

Section Lincoln City Pavement Marking Project

Highway State Highway and City Streets

County Lincoln #51

Date ...., 19.....

Authorization No. 1

Survey Prefix 321-1909 (Assigned by Salem office)

Description of termini, route, length, etc.:

State Highway and City Streets in the Lincoln City urban area.

Purpose of survey:

To identify and prepare an inventory of locations and nature of pavement marking needs in the Lincoln City urban area.
Work to be performed by contract.

PMS-000S(113)
5-14-82

Estimate of cost:

Field Survey	901	$10,000
Final Design	905	~~5,000~~
Program Management	920	500
Specifications	921	~~2,000~~
Adm. Serv. (Eng.)	922	~~100~~

Approved by [illegible] 4-14-82 15,000 PMS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey 10,500 ~~$17,600~~

Previous authorization ....

Additional authorization requested ....

Additional authorization approved (Salem) ....

Total all authorizations approved (Salem) ....

RECEIVED
MAY 25 1982
LOCATION SECTION

Requests made by:

.... Field Engineer

Recommended for Approval:
Phillip O. [illegible] for Regional Engineer

Recommended for Approval:
Frank E. [illegible] Location Engineer

Approved:
.... Assistant State Highway Engineer

SP*19760-734

6-1-82
Cost est. to [illegible] [illegible] [illegible] approved 5-14-82, will need to ask for 7,100 add'l

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 18, 1982

John Thomas
Director of Public Works
City Hall
Lincoln City, OR 97367

Lincoln City Pavement Marking Project

Enclosed are four copies of the Letter of Understanding for the pavement marking project in Lincoln City, to be funded with federal aid funds made available through the Title II Program.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Phil

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

POS/cal

Attach.

cc: D. H. Moehring

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(113)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20076

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/14/82

8. FEDERAL ROUTE NUMBER Various & Non Federal aid

9. STATE ROUTE NUMBER County Roads & City Streets

10. GENERAL LOCATION:
Lincoln City Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Preliminary engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $10,500 Federal Funds
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 5/4/82.

RECEIVED
STATE HWY ENGR
MAY 18 '82
REFER TO Moening
FOR
Info | Inv | R/D | ... | ... | Act | File

Orig

14. DATE 5/14/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6

May 4, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20076
Project No. PMS-000S(113)
Lincoln City Pavement Marking Project
Lincoln County

Attached data consists of PR-1 forms with project maps, Authority for Survey and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $10,500 with an obligation of $10,500 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
C.O. Fredrickson, Region 2
General Files

Form 734-3122

1982 NW 14th Ave.-NW 26th Ave. 9550
Sec, NW Front Ave. (Gr, Pav,
Sig.)

ic cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 4	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 11/18/87	**REPORT MADE BY** Mike Cribb, Highway Engineer Trainee		**PROJECT NO.** IX-9300(6)
COMPLETION DATE (Actual) 9/23/83	**ACCEPTANCE DATE BY CONRTACT AGENCY** 4/19/85	**TIME ELAPSED** 106 %	**CONTRACT TIME** 300 Calendar Days

LOCATION

Front Avenue, N. W. 14th Ave. - N. W. 26th Ave. (Portland)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. W. 14TH AVE. - N. W. 26TH AVE. (PORTLAND)
FRONT AVENUE
Grading, Paving & Signals

The project involved the construction of a new asphaltic concrete surface for four lanes of traffic with a median left turn lane.

The contract was awarded to R.A. Hatch Co. on October 12, 1982. Work began on October 29, 1982. The contractor used 334 calendar days which is 34 days above the amount specified in the contract. A time extension of 16 days was granted. The work was completed on September 23, 1983.

The final cost underran the original authorization of $2,776,797 by four percent. There were several claims against the project. All claims have been dropped as a result of the claim settlement for the Banfield project. Price agreement No. 19 (a claim settlement for $25,000) should be coded as nonparticipating. Participation was denied in a March 5, 1987 letter which stated that the out of court settlement was insufficiently justified. This price agreement appears as item 3019A on Page 11 of the April 30, 1986 progress estimate and cost report.

The contract has been completed satisfactorily and acceptance is recommended.

- MEC -

RECEIVED
STATE HWY ENGR
NOV 27 '87
REFER TO Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE Michael E. Cribb	**SIGNATURE**
TITLE Highway Engineer Trainee — **DATE** 11-25-87	**TITLE** District Engineer A — **DATE** 11/25/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 5		Project Number IX-9300(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982 is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,990,600.00	$ 3,000,600.00	
Federal funds	$ 2,508,010.00	$ 2,516,509.00	(580)
Other revisions	34,000.00	34,000.00	(177)

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon September 8, 1987

Federal-Aid Project No. IX-9300(6)

14th Ave. - 26th Ave. (Portland) Section
City Street in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 49+75 to Sta. 112+75)

Subtotal the same as Estimate of June 16, 1986		$2,477,607.50
	Engineering	289,667.50
	Total	$2,767,275.00

Type Code Y033
Traffic Signals

Total the same as Estimate of December 8, 1982	$ 233,325.00

Length of Project Roadway --------------- 1.193 mi.
Cost of Roadway Per Mile ---------------- $2,319,601.84

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 40,000.00	$ 34,000.00	$ 6,000.00
Roadway	580	2,727,275.00	2,318,183.00	409,092.00
Traffic Signals	580	233,325.00	198,326.00	34,999.00
Total		$3,000,600.00	$2,550,509.00	$450,091.00

Group I = 100%
Contract No. 9550
Prefix: 726-1919
Prefix: 326-1059
Prefix: 426-1042
C09550

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-93	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9300(6)
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,950,600.00	$ 2,990,600.00
Federal funds	$ 2,508,010.00	$ 2,542,010.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9TH day of [illegible], 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon June 16, 1986

Federal-Aid Project No. IX-9300(6)

14th Ave.-26th Ave. (Portland) Section
City Street in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 49+75 to Sta. 112+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Claim Settlement (P.A. #19A)	$ --	--	--	--	$25,000.00
					$25,000.00

Increase	$ 25,000.00
Subtotal from Estimate of August 17, 1984	2,452,607.50
Subtotal	$2,477,607.50
Engineering	279,667.50
Total	$2,757,275.00

Type Code Y033
Traffic Signals

Total the same as estimate of December 8, 1982 $ 233,325.00

Length of Project Roadway ----------- 1.193 mile
Cost of Roadway Per Mile ------------ $2,311,211.23

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 40,000.00	$ 34,000.00	$ 6,000.00
Roadway	580	2,717,275.00	2,309,684.00	407,591.00
Traffic Signals	580	233,325.00	198,326.00	34,999.00
TOTAL		$2,990,600.00	$2,542,010.00	$448,590.00

Group 1: 100%
Contract No. 9550
Prefix: 726-1919
Prefix: 326-1059
Prefix: 426-1042
C09550

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-153	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	1-15-85	County Multnomah
MODIFICATION NUMBER 3		Project Number IX-9300(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,947,058	$ 2,950,600
Federal funds	$ 2,504,999	$ 2,508,010
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX ~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 9, 1985

FEDERAL AID PROJECT NO. IX-9300(6)

14th Ave.-26th Ave. (Portland) Section
City Street in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 49+75 to Sta. 112+75)

Subtotal from Estimate of August 17, 1984	$2,452,607.50
Engineering	264,667.50
TOTAL	$2,717,275.00

Type Code Y033
Traffic Signals

Total the same as estimate of December 8, 1982	$ 233,325.00

Length of Project Roadway ------------ 1.193 mi.

Cost of Roadway Per Mile ------------- $2,277,682.31

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,717,275.00	$2,309,684.00	$407,591.00
Traffic Signals	233,325.00	198,326.00	34,999.00
TOTAL	$2,950,600.00	$2,508,010.00	$442,590.00

Group 1: 100%
Contract No. 9550
Prefix: 726-1919
Prefix: 326-1059
Prefix: 426-1042

WH:me

1550

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 8-258		County MULTNOMAH
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-23-84	Project Number IX-9300(6)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,802,413	$ 2,947,058
Federal funds	$ 2,382,050	$ 2,504,999
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 17, 1984

FEDERAL AID PROJECT NO. IX-9300(6)

14TH AVE.-26TH AVE. (PORTLAND) SECTION
CITY STREET IN MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 49+75 to Sta. 112+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Plastic Safety Markers	$ 30.00	280	$ 8,400.00	314	$ 9,420.00
Temporary Barricades, Type III	100.00	9	900.00	10	1,000.00
General Excavation	6.00	25,070	150,420.00	27,822.20	166,933.20
Foundation Stabilization	8.00	1,560	12,480.00	2,467.7	19,741.60
Cement Treated Base Mixture	6.25	34,140	213,375.00	39,236.87	245,230.44
Portland Cement in CTB Mixture	65.00	1,880	122,200.00	1,948.745	126,668.43
Class "B" Asphalt Concrete Mixture	17.00	4,850	82,450.00	5,272.83	89,638.11
Class "C" Asphalt Concrete Mixture	17.00	5,170	87,890.00	5,927.16	100,761.72
Asphalt Cement in Mixture	175.00	560	98,000.00	647.15	113,251.25
10-inch Sewer Pipe	12.00	2,040	24,480.00	2,082	24,984.00
24-inch Sewer Pipe	24.00	1,260	30,240.00	1,283.5	30,804.00
Extra for Pipe Under Pavement	15.00	1,740	26,100.00	1,847.70	27,715.50
3[illegible]-0 Bedding Material	10.00	380	3,800.00	585.25	5,852.50
Concrete Saddle	200.00	1	200.00	2	400.00
Concrete Manholes	1,000.00	33	33,000.00	36	36,000.00
Concrete Inlets, Type P	325.00	25	8,125.00	26	8,450.00
CL-6R Chain Link Fence, Modified	10.00	3,280	32,800.00	3,566	35,660.00
Concrete Walks	9.00	3,175	28,575.00	3,737.24	33,635.16
Reinforced Concrete Driveways	15.00	1,350	20,250.00	1,473.04	22,095.60
Concrete Curbs	3.00	8,625	25,875.00	9,138.6	27,415.80
Extra for Asphalt Approaches	1.00	2,300	2,300.00	2,787.5	2,787.50
Filling Abandoned Manholes	175.00	9	1,575.00	12	2,100.00
Concrete Railroad Crossing	300.00	1,155	346,500.00	1,269	380,700.00
Temporary Striping (PA #8)	22.00	--	--	53,337.9	11,734.34
Striping Removal (PA #8)	1.10	--	--	1,945	2,139.50

Claim Settlement	4,227.65	--	--	All Required	4,227.65	
Tunnel Under Duct Station (EWO #3))	--	--	--	--	2,830.56	
Install Amp, Cabinet, & 5 Cond Wire (FA #5)	--	--	--	--	1,305.06	
Extend Underground Service (SFO #3)	--	--	--	--	11,234.60	
Adj. City of Portland Water (SFO #4)	--	--	--	--	191,434.30	
Permanent Pavement Striping (SFO #6)	--	--	3,500.00	--	8,599.09	
Adj. Port of Portland Water (SFO #7)	--	--	--	--	9,298.85	
Litigation Expense (SFO #8)	--	--	--	--	5,000.00	
Install 3 Monument Boxes (SFO #9)	--	--	--	--	858.94	
SUBTOTALS			$1,363,435.00		$1,757,907.50	
					Increase	$ 396,472.50
			SUBTOTAL from Estimate of December 8, 1983			2,056,135.00
					SUBTOTAL	$2,452,607.50
					Engineering	261,125.50
					TOTAL	$2,713,733.00

TYPE CODE Y033
TRAFFIC SIGNALS

TOTAL the same as previous estimate of December 8, 1982 $ 233,325.00

Length of Project Roadway -------------------- 1.193 mi.

Cost of Roadway Per Mile --------------------- $2,274,713.33

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$2,713,733.00	$2,306,673.00	$407,060.00
Traffic Signals	233,325.00	198,326.00	34,999.00
TOTAL	$2,947,058.00	$2,504,999.00	$442,059.00

Group 1: 100%
Contract No. 9550
Prefix: 726-1919
Prefix: 326-1059
Prefix: 426-1042

WH:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-147		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1		Project Number IX-9300(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,776,797.00	$ 2,802,413.00
Federal funds	$ 2,360,276.00	$ 2,382,050.00
Other revisions		

This modification is made for the following reasons: to correct to Alternate "A" per City of Portland request.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of January, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 8, 1982

Federal-Aid Project
No. IX-9300(6)

14th Ave.-26th Ave. (Portland) Section
City Street in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 49+75 to Sta. 112+75)

Mobilization		All Required	$ 253,000.00
Temporary Protection and Direction of Traffic		All Required	25,000.00
Temporary Signs	323 Sq. Ft.	15.00	4,845.00
Temporary Plastic Safety Markers	280 Each	30.00	8,400.00
Temporary Barricades, Type II	33 Each	100.00	3,300.00
Temporary Barricades, Type III	9 Each	100.00	900.00
Continuous Rail Traffic Barriers, Reflectorized	275 Lin. Ft.	5.00	1,375.00
Flagmen	4,000 Hr.	10.00	40,000.00
Removal of Structures and Obstructions		All Required	30,000.00
Removal of Concrete Viaduct		All Required	66,250.00
Filling Abandoned Sewers	27 Cu. Yd.	50.00	1,350.00
General Excavation	25,070 Cu. Yd.	6.00	150,420.00
Salvage and Stockpile Belgian Blocks	3,420 Sq. Yd.	3.00	10,260.00
Soil Sterilization	126 Lbs.	50.00	6,300.00
Trench Excavation	8,800 Cu. Yd.	4.00	35,200.00
Utility Trench	6,030 Lin. Ft.	5.00	30,150.00
Granular Trench Backfill	5,680 Cu. Yd.	7.00	39,760.00
Foundation Stabilization	1,560 Cu. Yd.	8.00	12,480.00
Exploratory Excavation	210 Cu. Yd.	9.00	1,890.00
Aggregate Shoulder Material	790 Ton	6.00	4,740.00
Cement Treated Base Mixture	34,140 Ton	6.25	213,375.00
Portland Cement in CTB Mixture	1,880 Ton	65.00	122,200.00
Asphalt in Seal		All Required	7,500.00

Class "B" Asphalt Concrete Mixture	4,850 Ton	17.00	82,450.00
Class "C" Asphalt Concrete Mixture	5,170 Ton	17.00	87,890.00
Asphalt Cement in Mixture	560 Ton	175.00	98,000.00
6-inch Sewer Pipe	180 Lin. Ft.	10.00	1,800.00
10-inch Sewer Pipe	2,040 Lin. Ft.	12.00	24,480.00
12-inch Sewer Pipe	1,030 Lin. Ft.	15.00	15,450.00
15-inch Sewer Pipe	610 Lin. Ft.	18.00	10,980.00
18-inch Sewer Pipe	670 Lin. Ft.	19.00	12,730.00
21-inch Sewer Pipe	910 Lin. Ft.	21.00	19,110.00
24-inch Sewer Pipe	1,260 Lin. Ft.	24.00	30,240.00
Extra for Pipe Under Pavement	1,740 Lin. Ft.	15.00	26,100.00
Connect 21-inch Pipe to 15-inch Pipe		All Required	450.00
24-inch Tap		All Required	500.00
Connection to Existing Manhole	8 Each	350.00	2,800.00
Connection to Existing Inlet	8 Each	250.00	2,000.00
6-inch Permanent Plug	7 Each	25.00	175.00
8-inch Permanent Plug	114 Each	30.00	3,420.00
10-inch Permanent Plug	12 Each	50.00	600.00
12-inch Permanent Plug	1 Each	75.00	75.00
15-inch Permanent Plug	2 Each	100.00	200.00
24-inch Removal Watertight Plug	3 Each	100.00	300.00
6-inch Field Fabricated Connection	7 Each	75.00	525.00
Field Fabricated Elbow	1 Each	150.00	150.00
3/4"-0 Bedding Material	380 Cu. Yd.	10.00	3,800.00
21"x6" Tee	5 Each	75.00	375.00
Concrete Saddle	1 Each	200.00	200.00
Concrete Manholes	33 Each	1,000.00	33,000.00
Concrete Inlets, Type G-2	4 Each	400.00	1,600.00
Concrete Inlets, Type P	25 Each	325.00	8,125.00
Double Concrete Inlets	27 Each	600.00	16,200.00
Install Steps in Existing Manhole	51 Each	30.00	1,530.00
Drop Assembly	4 Each	450.00	1,800.00
4-inch Drain Pipe	2,310 Lin. Ft.	4.00	9,240.00
CL-6R Chain Link Fence, Modified	3,280 Lin. Ft.	10.00	32,800.00
Concrete Walks	3,175 Sq. Yd.	9.00	28,575.00
Reinforced Concrete Driveways	1,350 Sq. Yd.	15.00	20,250.00
Concrete Curbs	8,625 Lin. Ft.	3.00	25,875.00

Extra for Asphalt Approaches	2,300 Sq. Yd.	1.00	2,300.00
Extra for Asphalt Curbs	700 Lin. Ft.	2.00	1,400.00
Adjusting Manholes	35 Each	150.00	5,250.00
Filling Abandoned Manholes	9 Each	175.00	1,575.00
Revision of Signs		All Required	10,000.00
2-inch Electrical Conduit	6,770 Lin. Ft.	1.00	6,770.00
Concrete Railroad Crossing	1,155 Lin. Ft.	300.00	346,500.00
6-inch Water Pipe	20 Lin. Ft.	25.00	500.00
10-inch Water Pipe	110 Lin. Ft.	45.00	4,950.00
			$2,051,735.00

Anticipated Items

Permanent Signing	All Required	$ 3,500.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (0.80 X 1,000 hrs.)	All Required	800.00
		$ 4,400.00
	SUBTOTAL	$2,056,135.00
	Engineering	257,016.00
		$2,313,151.00

Type Code Y033
Traffic Signal

Traffic Signal Installation, Complete	All Required	$ 205,000.00

Anticipated Items

Signal Controller Testing	All Required	$ 2,400.00
	SUBTOTAL	$ 207,400.00
	Engineering	25,925.00
		$ 233,325.00

Length of Project ------------- 1.193 miles
Cost of Roadway Per Mile-------$1,938,936.29

Work Retained in Program Status
(not included in amounts below)

Asphalt Cement Adjustment	All Required	$ 17,500.00
Portland Water Bureau		195,000.00
Port of Portland		15,000.00
	SUBTOTAL	$ 227,500.00
	Engineering	28,437.00
	TOTAL	$ 255,937.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,313,151.00	$1,966,178.00	$346,973.00
Traffic Signal	233,325.00	198,326.00	34,999.00
SUBTOTAL	$2,546,476.00	$2,164,504.00	$381,972.00
Reserve	255,937.00	217,546.00	38,391.00
TOTAL	$2,802,413.00	$2,382,050.00	$420,363.00

Group 1 100%
Contract No. 9550
Prefix: 726-1919 (P.E.)
Prefix: 326-1059 (Const.)

9550

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 11-4-82 FEDERAL-AID PROJECT AGREEMENT	State Oregon County Multnomah Project No. IX-9300(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

14th Ave.-26th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-82	1.193
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 85%
$ 2,776,797.00	$ 2,360,276.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

By
XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1982

Federal-Aid Project
No. IX-9300(6)

14th Ave.-26th Ave. (Portland) Section
City Street in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 49+75 to Sta. 112+75)

Mobilization	(91 %)	All Required	$ 230,230.00
Temporary Protection and Direction of Traffic		All Required	25,000.00
Temporary Signs	323 Sq. Ft.	15.00	4,845.00
Temporary Plastic Safety Markers	280 Each	30.00	8,400.00
Temporary Barricades, Type II	33 Each	100.00	3,300.00
Temporary Barricades, Type III	9 Each	100.00	900.00
Continuous Rail Traffic Barriers, Reflectorized	275 Lin. Ft.	5.00	1,375.00
Flagmen	4,000 Hr.	10.00	40,000.00
Removal of Structures and Obstructions		All Required	30,000.00
Removal of Concrete Viaduct		All Required	66,250.00
Filling Abandoned Sewers	27 Cu. Yd.	50.00	1,350.00
General Excavation	25,070 Cu. Yd.	6.00	150,420.00
Salvage and Stockpile Belgian Blocks	3,420 Sq. Yd.	3.00	10,260.00
Soil Sterilization	126 lbs.	50.00	6,300.00
Trench Excavation	8,800 Cu. Yd.	4.00	35,200.00
Utility Trench	6,030 Lin. Ft.	5.00	30,150.00
Granular Trench Backfill	5,680 Cu. Yd.	7.00	39,760.00
Foundation Stabilization	1,560 Cu. Yd.	8.00	12,480.00
Exploratory Excavation	210 Cu. Yd.	9.00	1,890.00
Aggregate Shoulder Material	790 Ton	6.00	4,740.00
Cement Treated Base Mixture	34,140 Ton	6.25	213,375.00
Portland Cement in CTB Mixture	1,880 Ton	65.00	122,200.00
Asphalt in Seal		All Required	7,500.00
Class "B" Asphalt Concrete Mixture	4,850 Ton	17.00	82,450.00
Class "C" Asphalt Concrete Mixture	5,170 Ton	17.00	87,890.00

Asphalt Cement in Mixture	560	Ton	175.00	98,000.00
6-inch Sewer Pipe	180	Lin. Ft.	10.00	1,800.00
10-inch Sewer Pipe	2,040	Lin. Ft.	12.00	24,480.00
12-inch Sewer Pipe	1,030	Lin. Ft.	15.00	15,450.00
15-inch Sewer Pipe	610	Lin. Ft.	18.00	10,980.00
18-inch Sewer Pipe	670	Lin. Ft.	19.00	12,730.00
21-inch Sewer Pipe	910	Lin. Ft.	21.00	19,110.00
24-inch Sewer Pipe	1,260	Lin. Ft.	24.00	30,240.00
Extra for Pipe Under Pavement	1,740	Lin. Ft.	15.00	26,100.00
Connect 21-inch Pipe 15-inch Pipe			All Required	450.00
24-inch Tap			All Required	500.00
Connection to Existing Manhole	8	Each	350.00	2,800.00
Connection to Existing Inlet	8	Each	250.00	2,000.00
6-inch Permanent Plug	7	Each	25.00	175.00
8-inch Permanent Plug	114	Each	30.00	3,420.00
10-inch Permanent Plug	12	Each	50.00	600.00
12-inch Permanent Plug	1	Each	75.00	75.00
15-inch Permanent Plug	2	Each	100.00	200.00
24-inch Removable Watertight Plug	3	Each	100.00	300.00
6-inch Field Fabricated Connection	7	Each	75.00	525.00
Field Fabricated Elbow	1	Each	150.00	150.00
3/4"-0 Bedding Material	380	Cu. Yd.	10.00	3,800.00
21"x6" Tee	5	Each	75.00	375.00
Concrete Saddle	1	Each	200.00	200.00
Concrete Manholes	33	Each	1,000.00	33,000.00
Concrete Inlets, Type G-2	4	Each	400.00	1,600.00
Concrete Inlets, Type P	25	Each	325.00	8,125.00
Double Concrete Inlets	27	Each	600.00	16,200.00
Install Steps in Existing Manhole	51	Each	30.00	1,530.00
Drop Assembly	4	Each	450.00	1,800.00
4-inch Drain Pipe	2,310	Lin. Ft.	4.00	9,240.00
CL-6R Chain Link Fence, Modified	3,280	Lin. Ft.	10.00	32,800.00
Concrete Walks	3,175	Sq. Yd.	9.00	28,575.00
Reinforced Concrete Driveways	1,350	Sq. Yd.	15.00	20,250.00
Concrete Curbs	8,625	Lin. Ft.	3.00	25,875.00
Extra for Asphalt Approaches	2,300	Sq. Yd.	1.00	2,300.00
Extra for Asphalt Curbs	700	Lin. Ft.	2.00	1,400.00

Adjusting Manholes	35 Each	150.00	5,250.00
Filling Abandoned Manholes	9 Each	175.00	1,575.00
Revision of Signs		All Required	10,000.00
2-inch Electrical Conduit	6,770 Lin. Ft.	1.00	6,770.00
Concrete Railroad Crossing	1,155 Lin. Ft.	300.00	346,500.00
6-inch Water Pipe	20 Lin. Ft.	25.00	500.00
10-inch Water Pipe	110 Lin. Ft.	45.00	4,950.00
			$2,028,965.00

Anticipated Items

Permanent Signing	All Required	$ 3,500.00
Temporary Erosion Control	All Required	100.00
On-the-job Trainees (0.80 X 1,000 hrs.)	All Required	800.00
		$ 4,400.00
	SUBTOTAL	$2,033,365.00
	Engineering	254,170.00
		$2,287,535.00

Type Code Y033
Traffic Signal

Traffic Signal Installation, Complete	All Required	$ 205,000.00

Anticipated Items

Signal Controller Testing	All Required	$ 2,400.00
	SUBTOTAL	$ 207,400.00
	Engineering	25,925.00
	TOTAL	$ 233,325.00

Length of Project -------------- 1.193 miles
Cost of Roadway Per Mile -------$1,917,464.37

Work Retained in Program Status
(not included in amounts below)

Asphalt Cement Adjustment	All Required	$ 17,500.00
Portland Water Bureau		195,000.00
Port of Portland		15,000.00
	SUBTOTAL	$ 227,500.00
	Engineering	28,437.00
	TOTAL	$ 255,937.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,287,535.00	$1,944,404.00	$343,131.00
Traffic Signal	233,325.00	198,326.00	34,999.00
SUBTOTAL	$2,520,860.00	$2,142,730.00	$378,130.00
Reserve	255,937.00	217,546.00	38,391.00
TOTAL	$2,776,797.00	$2,360,276.00	$416,521.00

Group 1 98%; Group 8 2%
Contract No. 9550
Prefix: 726-1919 (P.E.)
Prefix: 326-1059 (Const.)

Non-participating Work

Mobilization	(9 %)	All Required	$ 22,770.00
Trench Excavation	2,965 Cu. Yd.	4.00	11,860.00
Granular Trench Backfill	1,005 Cu. Yd.	7.00	7,035.00
Foundation Stailization	175 Cu. Yd.	8.00	1,400.00
Sand Bedding and Backfill	1,210 Cu. Yd.	7.00	8,470.00
Reinforced Concrete Pipe Encasement	70 Lin. Ft.	30.00	2,100.00
24-inch Water Pipe	3,270 Lin. Ft.	47.00	153,690.00
6-inch 45 Degree Bend	1 Each	80.00	80.00
24-inch 11 ¼ Degree Bend	9 Each	1,675.00	15,075.00
24-inch 22 ½ Degree Bend	6 Each	1,675.00	10,050.00
24-inch 45 Degree Bend	14 Each	1,675.00	23,450.00
24"x6" Flanged Outlet Tee	1 Each	1,275.00	1,275.00
24"x8" Flanged Outlet Tee	3 Each	1,375.00	4,125.00
24"x12" Flanged Outlet Tee	1 Each	1,475.00	1,475.00
24"x16" Flanged Outlet Tee	2 Each	1,475.00	2,950.00
24"x20" Flanged Outlet Tee	1 Each	1,675.00	1,675.00
20-inch Flange x Flange Spool	10 Lin. Ft.	225.00	2,250.00
24-inch Blind Flange with 2" Drain and Valve	2 Each	1,550.00	3,100.00
Thrust Block Concrete	12 Cu. Yd.	200.00	2,400.00
16" Butterfly Valve, Flange X Flange with Blind Flange	1 Each	1,700.00	1,700.00
16" Butterfly Valve, Flange X MJ with MJ Plug	1 Each	1,800.00	1,800.00
20" Butterfly Valve, Flange X MJ with MJ Plug	1 Each	2,000.00	2,000.00
24" Butterfly Valve	3 Each	2,500.00	7,500.00
24" Butterfly Valve, Flange X Flange	1 Each	2,400.00	2,400.00
6" Gate Valve Flange X MJ with MJ Plug	13 Each	600.00	7,800.00
8" Gate Valve, Flange X MJ with MJ Plug	3 Each	900.00	2,700.00
12" Gate Valve, Flange X MJ with MJ Plug	1 Each	1,100.00	1,100.00
3/4-inch Air Release Assembly	5 Each	1,000.00	5,000.00
Cathodic Protection System		All Required	10,000.00
36-inch Steel Casing Pipe	200 Lin. Ft.	100.00	20,000.00
		SUBTOTAL	$ 337,230.00
		Engineering	40,011.00
		TOTAL	$ 360,106.00

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
MAR 6 '87
REFER TO
Pat Schwartz
FOR

Inves	R/D	D/R	Sign	Act	File
				X	

March 5, 1987
IN REPLY REFER TO
HA.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. SCHWAR

Dear Mr. Rulien:

Oregon Project IX-9300(6)
N. W. 14th Ave. - N. W. 26th (Portland
N. W. Front Ave.
Price Agreement No. 19

Your December 19, 1986 letter on the subject project requested our concurrence in Price Agreement No. 19 in the amount of $25,000 and State Force Order Numbers 8 and 8 Revised in the amount of $8,560.14. Price Agreement No. 19 paid the contractor an additional $25,000 in settlement of three claims in the amount of $356,658.42 as set in Hatch vs. Oregon, Multnomah County Circuit Court No. A8310-06153. Force Order Numbers 8 and 8 Revised provides for reimbursing the City of Portland for the legal and engineering costs incurred in defending the State in this litigation.

As you know, in order to receive Federal participation in contract claim settlements the State must set forth in writing the legal and contractual basis for the claim, together with the cost data and other facts supporting the settlement. See 23 CFR 635.120, FHPM 6-4-1-6. You provided us with two letters from Deputy City Attorney Ruth Spetter dated May 1, 1986 and November 18, 1986 which set forth the basis for the settlement of the claims. These letters in essence, state that the claims were settled for $25,000 because of the uncertainty of an adverse jury verdict and the cost of trial. These letters do not contain any discussion of the factual or legal basis of the claims, the relative merits of the claimants and the State factual and legal positons, or the respective risks in litigation of the contractor or the State in terms of their factual or legal positions. The letter essentially states that like all litigation there is a risk that the jury will find for the other party, and it costs money to litigate.

Mere risk of adverse decision without an appropriate discussion of the factual and/or legal issues in dispute, in case of litigation is not an allowable basis for Federal participation in accordance with 23 CFR 635.120 in FHPM 6-4-1-6. Your request for concurrence in Price Agreement No. 19 is therefore denied. We do concur however in State Force Order Numbers 8 and 8 Revised.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
✓ OSHD (C. O. Fredrickson, Const) — Act WRS

ay 3-13-87
jm

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 30, 1986

NOTED
V. E. SCHWART

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: R.A. Hatch Co. v. State of Oregon, Dept. of Transportation
Multnomah County Circuit Court No. A8609-05523

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include State of Oregon, by and through its Department of Transportation Highway Division. This matter concerns interest on a settlement.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/na-2

cy Fredrickson
10/8
fzj

RECEIVED
STATE HWY ENGR
OCT -1 '86
REFER TO
FOR
Inf Inv R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
OCT 01 '86
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

September 17, 1986

Mr. Levi J. Smith, P.C.
200 Market Building, Suite 453
200 S.W. Market Street
Portland, Oregon 97201

Re: Statutory Interest on Settlement Between
State of Oregon and R. A. Hatch Co.

Dear Mr. Smith:

I have referred your letter of August 28, 1986 to the City of Portland for comment. I am advised that the settlement you reached with the City of Portland was intended to cover all matters, including interest, and was intended to be a total resolution of all claims between the parties, including those for interest. If this is in error, please advise me.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 17, 1986

RECEIVED
STATE HWY ENGR
SEP 23 '86
REFER TO
FOR

Inf	Inv	K/D	D.R	Sign	Act	File

Ms. Ruth Spetter
Attorney at Law
315 City Hall
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: R. A. Hatch Co. v. State of Oregon
Contract No. 9550
Settlement/Interest

Dear Ruth:

Attached is correspondence received from Levi J. Smith, attorney for the R. A. Hatch Co. The case to which Mr. Smith makes reference is a case involving the Front Street project which the State tendered to the City of Portland for defense because the cost of funds involved are to be borne by the City or out of the City's share of federal allotments. Please advise us of the City's position concerning payment of the interest. It would appear to us that the claim advanced by Mr. Smith on behalf of Hatch is valid unless some definite agreement concerning interest was reached in the settlement negotiations.

Given the contract date, it is also our belief that the correct rate of interest may be 1-1/2% per month, or 18% per annum, rather than the 15% requested. ORS 279.575(4) as amended in 1985 must be applied retroactively to reach the 15% figure. Please respond immediately so that I may reply to Mr. Smith.

Very truly yours,

William F. Cloran
Assistant Attorney General

RECEIVED
DOT DIRECTOR
SEP 18 '86
REFER TO
Eileen
FOR

Info	Inv	K/D	D.R	Sign	Act	File
✓						

WFC/jep

Attachment

cc: Fred Miller
O. Bryant Jackmond

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1986

CON

Mr. Levi J. Smith, P.C.
200 Market Building, Suite 453
200 SW Market Street
Portland, OR 97201

Request for Interest
NW 4th Ave.-NW 26th Ave. (Portland)
Contract No. 9550
FAP No. IX-9300(6)

In response to your letters of August 28, 1986, and September 2, 1986, we have tendered this matter to the City of Portland Deputy City Attorney, Ruth Spetter. Since Ms. Spetter was involved in the original complaint and the final disposition of the issue, the City continues to handle the issue.

Should you have any further questions, Mr. William Cloran, Assistant Attorney General for the State of Oregon, is knowledgable and can answer any questions you might have.

Larry Rulien
State Highway Engineer

cc Fred D. Miller
Ruth Spetter
William Cloran

RK:mk sl

bc NOTE: Ruth Spetter & William Cloran - Our records indicate that the original complaint filed in October of 1983 was in the amount of $13,636.50. A subsequent amended complaint was filed in late 1985 or early 1986. If interest is agreed to, Mr. Smith has his dates and amounts.

LEVI J. SMITH, P. C.
LAWYER
200 MARKET BUILDING, SUITE 453
200 S.W. MARKET STREET
PORTLAND, OREGON 97201
(503) 241-8230

August 28, 1986

Mr. Fred D. Miller
Director
Department of Transportation
Transportation Commission
135 Transportation Building
Salem, Oregon 97310

RE: Statutory Interest on Settlement between State of Oregon and R.A. Hatch Co.--ORS 279.575(4)

Dear Mr. Miller:

My client, the R.A. Hatch Co., an Oregon corporation, settled a claim against the State of Oregon for a disputed amount due it for work performed under public contract No. 9550. The settlement was affected on April 17, 1986. The claim was earlier the subject of a lawsuit in the Circuit Court of Multnomah County, Case No. A8310-06153, entitled R.A. Hatch Co., Plaintiff, versus the State of Oregon, by and through the Transportation Commission, Defendant, which lawsuit was dismissed as part of the settlement on May 6, 1986.

Pursuant to ORS 279.575(4), this is to demand the immediate payment of interest on the settlement. The federal discount interest rate, as established by the Twelfth Federal Reserve Bank at the time of settlement, was 7.5 percent. Twice that is 15.0 percent.

To be conservative, and in the spirit of immediate settlement, we are treating interest as running from thirty days after the filing of the above lawsuit in Multnomah County Circuit Court, so that there can be no question about the date of presentation of the claim to the State. That date, thirty days after filing, is November 4, 1983. We reserve the right to establish an earlier date for the accrual of interest under the statute if it is necessary to litigate the State's obligation to pay.

I calculate interest on $25,000.00, at 15 percent, from November 4, 1983, to September 5, 1986, to be $10,602.74. Daily

RECEIVED
STATE HWY ENGR
SEP - 2 '86
REFER TO
Fredrickson
FOR
Info ☐ Inv. ☐ R/D ☑ ☐ Sign ☐ Act ☐ File ☐

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR
AUG 29 '86
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D R ☒ Sign ☐ Act ☐ File ☐

interest thereafter accrues at $10.27 per day.

Please make the check payable to the R.A. Hatch Co., and send it to me at the above address.

Sincerely,

Levi J. Smith

LJS:pat

cc: Ruth M. Spetter
Leslie B. Hampton
Robert A. Hatch

LEVI J. SMITH, P. C.
LAWYER
200 MARKET BUILDING, SUITE 453
200 S.W. MARKET STREET
PORTLAND, OREGON 97201

(503) 241-8230

September 2, 1986

Mr. Fred D. Miller
Director
Department of Transportation
Transportation Commission
135 Transportation Building
Salem, Oregon 97310

RE: Statutory Interest on Settlement between
State of Oregon and R.A. Hatch Co.--ORS 279.575(4)
Corrected Demand

Dear Mr. Miller:

This is to correct the demand for interest on a settlement made on behalf of the R.A. Hatch Co. contained in my letter to you of August 28, 1986.

The correct amount of interest demanded is $10,043.61 through September 5, 1986. This consists of interest on the $25,000.00 settlement at the statutory rate, until paid on May 6, 1986, totalling $9,575.34, and interest on this unpaid amount through September 5, 1986, at the same statutory rate, which totals $468.27. After September 5, 1986, interest accrues at the rate of $3.93 per day.

If you have any questions, please give me a call.

Sincerely,

Levi J. Smith

LJS:pat

cc: Ruth M. Spetter
Leslie B. Hampton
Robert A. Hatch

Fredrickson

9/8

R

RECEIVED
STATE HWY ENGR
SEP 4 '86
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign [✓ Act] File

RECEIVED
DOT DIRECTOR
SEP 03 '86
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

9550

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 19, 1986
IN REPLY REFER TO
HA.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9300(6), Contract 9550
Order for Force Work No. 8 and 8 Rev.
N. W. 14Th Ave. - N. W. 26th Ave. (Portland)
N. W. Front Ave.
Multnomah County

We have reviewed OFW No. 8 and 8 Rev. as submitted with Mr. Patterson's August 12, 1986 letter. The original order was prepared and work started in October 1983.

Because of the late submittal we are returning the order without action. Please re-submit with a complete explanation of the claim, the process involved in resolution and the outcome. Based on our evaluation of the total package we will able to determine eligibility and appropriate processing of this document.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/OFW No. 8 and 8 Rev

Orig to WES
8/20 THA

RECEIVED
STATE HWY ENGR
AUG 20 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					/	

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00108

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 24, 1986
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
14th Ave. - 26th Ave. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/16/86 we approve the Program Change to joint finance the subject project utilizing Appn Code 177 funds.

This change will require the following revision :

1. Appn Code ----- add 177 funds

RECEIVED
STATE HWY ENGR
JUL 7 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	ign	ct	ile

14. DATE
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 16, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00108
Project No. IX-9300(6)
14th Ave.-26th Ave. (Portland) Section
City Streets
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing appn code 177 funds. This change will require the following revisions:

1) Appn Code: to add 177 funds.

Revisions in financing are as indicated on the attached agreement.

RLC:me
Attachment
cc: R. Oakes
W. Schulte, Region 1
J. Peterson
General Files
1 - our file

Form 734-3122

CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

May 5, 1986

THE HONORABLE CHARLES S. CROOKHAM
PRESIDING JUDGE
206 MULTNOMAH COUNTY COURTHOUSE
1021 SW FOURTH AVE
PORTLAND OR 97204

Re: R.A. Hatch Co. v. State of Oregon
Circuit Court Case No. A8310-06153

Dear Judge Crookham:

Please find attached a stipulation and judgment of dismissal for your consideration and signature. Also attached is a copy of the settlement agreement. Pursuant to State statute, the City of Portland is required to bring all claims settled for an amount over $10,000.00 to Court for approval. Usually the City takes money from a particular City fund to pay its claims. When that procedure is followed an ordinance is available for Court review.

The payment in this case is coming from a separate State fund and includes federal participation. Therefore, no City ordinance is provided. However, the settlement agreed to in this case was agreed upon in front of Judge Robert P. Jones. If the attached documents are sufficient for your approval, please use the attached notification cards to indicate the date of your signature on the attached judgment of dismissal and return them to the respective parties.

Thank you for your assistance.

Very truly yours,

Ruth Spetter

Ruth Spetter
Deputy City Attorney

tp
Enclosures

cc: Levi J. Smith
William F. Cloran

CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

May 1, 1986

Mr. William F. Cloran
Litigation Department
Justice Bldg.
Salem, OR 97310

Re: R.A. Hatch v. City of Portland

Dear Bill:

You called on Monday, April 21 and requested a discussion of the underlying legal support for both sides in R.A. Hatch Co. v. City of Portland. As you know, the City of Portland, (City), acted as counsel for the State since the actions of City employees were at issue. The following are our comments prepared for your use.

R.A. Hatch Company, (Hatch), claimed that the State of Oregon, (State), had breached its construction contract in numerous ways. Hatch alleged that the State had frustrated the contractor's ability to accomplish its work, frustrating the very purpose of the contract, by allegedly failing to furnish a project manager of reasonable skill and competency. Hatch alleged the State's project manager, a City employee, engaged in tactics of delay, obstruction and harrassment. The project manager allegedly could not read the contract specifications, allegedly promised orally to pay for work and then reneged and allegedly told the Contractor he did not want him to make a profit on the job. (The Contractor alleged that it had performed work, upon the order of the project manager, and his promise of compensation which was later withdrawn.) Hatch claimed that the manager's tactics of delay and harassment increased the overall cost of performance above and beyond the bid amount. The Contractor sought to recover for the extra costs incurred and the extra work performed.

The Contractor claimed that the contract provision requiring prior written notice of extra or additional costs was not applicable for three reasons. First, the Contractor alleged that there was no particular incident which would have provided reason to give notice.

In the alternative the plaintiff argued that the State had waived notice by agreeing to pay for work performed without requiring prior written notice. The State thus allegedly waived the Contract notice requirement by making a decision on the merits of the claim prior to final payment. *Dittmore-Freimuth Corp v. U.S.*, 182 Ct. Cl. 507 (1968). Third, the Contractor suggested the State was estopped because the Plaintiff had reasonably and justifiably relied to its detriment upon the State's alleged representations that contract prices would be adjusted. Furthermore, the State's project manager allegedly agreed to pay for all changed work, and, allegedly, an authorized state representative later indicated that such commitments would be honored by the State. In two particular instances, related trench backfill beyond the neat line and street paving near a gas line and the installation of a concrete saddle between two sewer pipes, this reliance led the contractor to allegedly incur costs of $13,636.50 and $10,369.20, respectively. Hatch argued that the City could not rely on notice requirements to bar Hatch's notice of a claim if the State was aware of circumstances giving rise to a constructive notice of a change of conditions. *Mail-Steffan Construction Co. v. U.S.*, 456 F2d 760 (Ct Cl 1972). Also, the Contractor argued that the State had constructive notice of the claim due to a letter in which Hatch informed the State that the contract costs were being increased due to the owner's representative.

Two years into the law suit Hatch added its claim for obstruction and harassment claiming $333,652.00 in damages. This claim was not broken down with *any* specificity.

The State's responding argument was that the contractor's claim was absolutely barred due to failure to comply with a contractual condition precedent. The Contractor's right to receive extra compensation fell within Section 109.05 of the State's Standard Highway Construction Provisions. This provision required the contractor to give written notice to the owner before incurring any additional expenses for which additional or extra compensation would be requested. The State's position was that the Contractor never complied with the provision, and therefore, no extra work should be paid for. *See*, *Hoskins v. Powder Land and I.R.R. Co.*, 90 Or 217, 176 P 124 (1918). *See also*, *Blakenship Constructin Co. v. N.C. State Highway Commmisioner*, 22 SE.2d 452 (NC App 1976); *Accoustics, Inc. v. Trepete Construction Co.*, 14 CalApp 3d 882, 92 Cal Rptr 723 (1971). The courts generally construe equivalent notice provisions as serving to protect the party for whom the work is being performed. The Contractor has an affirmative obligation to give notice before incurring the expense, and cannot gamble on the owner later giving its approval after an untimely claim has been made. See, Afllen-Howe Specialties v. U.S. Construction, Inc., 611 P.2d 705 (Utah 1980); Buchman Plumbing Co., Inc. v. Regents of the University of Minnesota, 215 NW.2d 479 (Minn. 1974); Chiappisi v. Granger Contracting Co., 352 Mass. 174, 223 NE.2d 924, (1967).

The City also argued that Hatch's claim of damages for increases in the overall cost of performance were speculative. Hatch's attempt at a "total cost recovery," not connecting any alleged extra costs or expenses to any specific claimed breaches of the contract, is frowned upon by the courts. Boyajian v. United States, 423 F.2d 1231 (Ct Cl. 1970); J.D. Heddent Construction Co. v. United States 347 F.2d 235 (Ct Cl. 1965).

The City would have argued that a contractor can seek compensation only for expenses resulting solely from owner's breach. Huber, Hunt and Nichol's, Inc. v. Moore, 67 CalApp 3rd 278, 136 Cal Rptr 603 (1977). Also Hatch never claimed that its overall costs were reasonable. A contractor cannot recover for its own excesses simply because the owner committed some impropriety. McDuit and Street Co. v. Dept of General Services, 377 S.2d 191 (Fla App 1979).

Due to the uncertainties of jury verdicts, the cost of trial, the "he said, I said" nature of the case, the difficulty of reconstructing activities long since covered by backfill and the fact that a settlement of $20,000 had originally been suggested as reasonable, for other work performed by the contractor, the City, on behalf of the State, accepted a settlement of $25,000.00.

I hope this review if sufficient for your purpose. Please let me know if I can be of any further assistance.

Very truly yours,

Ruth Spetter

Ruth Spetter
Deputy City Attorney

tp
cc: Brett Kesterson

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Highway Division

DATE: April 16, 1986

FROM: William F. Cloran
Assistant Attorney General

SUBJECT: R. A. Hatch v. State
Multnomah County Circuit Court Case No. A310-06153

Dear Bryant:

Attached are settlement agreements disposing of the R. A. Hatch v. State case, defense of which we tendered to the City of Portland. The City has elected to pay the cost of settlement from funds available to it. To the extent State authorization is required for the release of federal funds for the City, it will be sought separately. The proposed settlement was discussed with me by Ruth Spetter, counsel for the City of Portland, prior to the City's commitment to R. A. Hatch. I concur that the settlement proposed accurately reflects the potential exposure of the City and the State. Ms. Spetter has done well to obtain it.

Please have the appropriate official of the Highway Division execute the original and one copy of the agreement and return them to me so that I can forward them to the City.

WFC/jep

Attachments

cc: Ruth Spetter

NOTED
W. E. SCHWARTZ

RECEIVED
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....
APR 17 1986
CONSTRUCTION
SECTION
SA ..... CC .....
FE ..... CP .....
PQC .....
QCS .....
FILE .....

RECEIVED
STAT HWY ENGR
APR 17 '86
REFER TO

81-125-1387

SETTLEMENT AGREEMENT

THIS AGREEMENT by and between the City of Portland (hereinafter, "City"), the R.A. Hatch Company (hereinafter "Hatch"), and the State of Oregon by and through the Transportation Commission (hereinafter "State");

WITNESSETH:

WHEREAS, R.A. Hatch Company and State have heretofore entered into a contract for the construction of a project known as N.W. Front Avenue between 14th Street and 26th Street (State Contract No. 9550); and

WHEREAS, the City and the State entered into a contract, pursuant to State Statute, to design and construct the 26th Avenue Glisan Street section of N.W. Front Avenue (hereinafter referred to as "project.")(Contract No. 18920); and

WHEREAS, under the State/City Agreement the City was to provide "resident engineer services for administration of the contract."; and

WHEREAS, disputes arose between the City and R.A. Hatch Company and various claims asserted in an action filed in the Circuit Court for Multnomah County, Oregon, in which the State and R.A. Hatch Company are parties, being Circuit Court Case A310-06153; and

WHEREAS, it was determined that the City, rather than the State, should provide the litigation effort for this suit since it involved the City's portion of the project; and

WHEREAS, Court documents were submitted and accepted transfering litigation responsibilities to the City; and

WHEREAS, the parties desire to compromise and settle all claims and disputes arising out of said contract whether or not asserted in said litigation, without any admission of liability by any party, upon the terms and conditions hereafter set forth,

NOW, THEREFORE, IT IS AGREED:

1. In consideration of a payment of $25,000.00, receipt of which is hereby acknowledged, R.A. Hatch Company releases the State of Oregon, and the City of Portland and any party for whose acts or omissions the State or City are liable, from any and all claims of any kind, whether known or unknown, arising out of or relating to the projects.

2. The State of Oregon and the City release R.A. Hatch Company and its officers, agents and employees, and anyone for whose acts or omissions R.A. Hatch Company is liable, for any all claims the State or City may have against Hatch in connection with the project.

3. R.A. Hatch Company will dismiss the litigation with prejudice and without cost to either party.

4. This is settlement of a disputed claim and the State and City, by entering into this agreement, do not acknowledge and expressly deny any liability.

5. This agreement is solely for the purpose of resolving the disputes between R.A. Hatch Company, the State and the City and is not intended for the benefit of any third party. The agreement is made only under the circumstances of this project and shall not be admissable in any other judicial proceeding.

6. This settlement agreement constitutes the entire settlement agreement between the parties and shall not be modified except by documents signed by the parties.

R.A. Hatch Company

By Robert Hatch

Title Pres.

Date 4-7-86

City of Portland
A Municipal Corporation

By Margaret D. Strachan

Title Commissioner of Public Utilities

Date April 9, 1986

State of Oregon

By

Title Ass't Hwy Engr

Date 4/17/86

APPROVED AS TO FORM

Jeffrey L. Rogers RS

CITY ATTORNEY

CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

April 10, 1986

MR WILLIAM F CLORAN
LITIGATION DEPT
JUSTICE BLDG
SALEM OR 97310

RE: Settlement Agreement between
City of Portland and R.A. Hatch Company

Dear Bill:

Enclosed please find an original and a copy of the Settlement Agreement from the Hatch case. Please sign the original and return it to me at your earliest convenience. A stamped and addressed envelope is included for your convenience. Upon receipt of the signed Settlement Agreement I will take it, as well as the Stipulation and Judgment of Dismissal, a copy of which is included for your records, to the Circuit Court for its approval of the settlement. Thereafter, I will let Brett Kesterson know that the Court has approved the settlement and that the check may be issued to Mr. Hatch.

Very truly yours,

Ruth

Ruth Spetter
Deputy City Attorney

RS/ldh

Encs.

cc: Brett Kesterson, B106/R838

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH COMPANY,	)	
	)	NO. A8310-06153
Plaintiff,	)	
v.	)	STIPULATION AND JUDGMENT
	)	OF DISMISSAL
STATE OF OREGON, dba	)	
TRANSPORTATION COMMISSION,	)	
	)	
Defendant.	)	

Based upon ORCP 54A.(2), plaintiff R. A. Hatch Company, and defendant State of Oregon, through the City of Portland as substituted counsel, hereby stipulate that plaintiff's Fifth Amended Complaint has been fully compromised and settled, and that plaintiff hereby dismisses its Fifth Amended Complaint in the above-captioned matter. All parties hereto agree that the dismissal stipulated herein is with prejudice and that no costs or disbursements or attorneys fees will be assessed against any party.

IT IS SO STIPULATED:

	Ruth Spetter
Levi J. Smith	Ruth Spetter
Oregon State Bar #70135	Oregon State Bar #77353
Of Attorneys for Plaintiff	Of Attorneys for Defendant
Date 4/7/86	Date April 3, 1986

Based upon the written stipulation above,

IT IS HEREBY ORDERED AND ADJUDGED that the above-entitled case and cause be, and the same hereby is, dismissed with prejudice to all parties and without costs to any party.

Dated this ____ day of May, 1986.

Charles S. Crookham
Presiding Circuit Court Judge

May 10, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9550

Gentlemen or Ladies:

On April 26, 1985, we wrote to you concerning release of final payment on Contract No. 9550 awarded to R. A. Hatch Co. for work on NW 14th Avenue-NW 26th Avenue (Portland) Section in Multnomah County.

The total contract amount is $2,386,212.72 including $5,358.45 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FORM 81-73443001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NW 14th Avenue NW 26th Avenue (Portland)

WEEK ENDING: December 1, 1984

SECTION PREFIX: 326-1059

HIGHWAY: NW Front Avenue

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Paving, sewer & signals

CONTRACTOR: R.A. Hatch Co.

CONTRACT NUMBER: 9550

FEDERAL AID PROJECT NUMBER: IX-9300 (6)

DATE OF CONTRACT: October 12, 1982

DATE WORK STARTED: October 29, 1982

ESTIMATED COMPLETION DATE: August 20, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 316

CALENDAR DAYS USED: 334

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $ 2,805,676.88

PERCENT OF TIME ELAPSED: 106%

EXCLUSIVE OF ENGINEERING: $ 2,606,162.08

ENGINEERING AUTHORIZATION: $ 340,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,613,073.08

ENGINEERING COST TO DATE: $ 348,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 0 %

DATE PROJECT WAS COMPLETED: September 23, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~MISC. PROD.~~ fence	util trench	traffic signs
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ DEC 5 1984 FE ___
CAM ___ ___
CP ___ CONSTRUCTION OCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	
MONDAY 26	No Activity
TUESDAY 27	No Activity
WEDNESDAY 28	No Activity
THURSDAY 29	No Activity Third Notification issued.
FRIDAY 30	No Activity
SATURDAY	

REMARKS

SIGNED Brett I. Kesterson LOCATION City of Portland
BRETT I KESTERSON PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F218

July 2, 1984

Ruth Spetter
Deputy City Attorney
Office of the City Attorney
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: P.A. Hatch v. State of Oregon
Multnomah County Circuit Court No. A8310-06153

Dear Ruth:

I have received two telephone messages from you indicating that Order Substituting Counsel were not filed in the P.A. Hatch case. I believe this contention to be in error. Attached please find a copy of the motion and order substituting counsel together with a copy of the filing card indicating Judge Crookham signed the order on April 26th and filed it on April 27th. I took the liberty of phoning the Multnomah County docket and records clerk at 248-3168 after receiving your second message. She confirms that the filing information contained on her computerized docket agrees with the information on my file and that Ruth Spetter was substituted as attorney of record for Leslie [illegible] of this office on April 27, 1984. Please advise me if any confusion remains or if I can be of any further assistance to you.

Very truly yours,

William F. [illegible]
Assistant Attorney General

WFG/cc

1500

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

Yellow

June 27, 1984

The Honorable Charles S. Crookham
Presiding Judge
Multnomah County Circuit Court
206 Multnomah County Courthouse
1021 S.W. 4th Avenue
Portland, OR 97204

RE: R. A. Hatch v. State of Oregon
Multnomah County Circuit Court No. 8310-06153

Dear Judge Crookham:

The attached Multnomah County Circuit Court Arbitration Order was received in my office on June 19, 1984. I believe that the order was forwarded in error. Defense of this case was tendered to the Portland City Attorney's office which accepted the tender and an Order Substituting Counsel was forwarded to the court and executed by your Honor. I believe that the arbitration order and calendaring information should be forwarded to Ms. Ruth Spetter of the Portland City Attorney's office. In the event I am in error as to this matter, I have completed the calendaring information.

I believe that it would be improper for me to comply with the court's directions concerning selection of an arbitrator until the matter of representation is resolved. Since I believe that, the responsibility for selection of an arbitrator lies between Ms. Spetter and Plaintiff's counsel, Mr. Levi Smith.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/fl
Enclosure
cc: Mr. Levi Smith
Ms. Ruth Spetter

1522

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

NW 14th Avenue - NW 28th Avenue (Portland-Front Avenue)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/25/84 I approve the revised costs for the relocation of Portland General Electric Company's relocation of buried power lines to a TEC of $11,234.60, Federal Funds $9,550 contingent upon modification of project agreement if additional funds are required.

(Increase TEC $4,624.60, Federal Funds $3,931.50)

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 6/11

14. DATE 6/4/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

May 25, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Relocation of Buried Power Service Lines
Portland General Electric Company
Port of Portland Property
NW 14th Ave.-NW 26th Ave. (Portland) Section
FAU 9300 (NW Front Ave.)
Multnomah County
Project No. IX9300(6)

RECEIVED
TECHNICAL SERVICES
MAY 30 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Reference is made to D. E. Swan's letter of October 8, 1982 which submitted an estimate of cost for the relocation of buried electric power service lines to Port of Portland property by Portland General Electric Company and to your Letter of Approval and/or Authorization, dated December 17, 1982 which approved participation in the estimated cost of $6,610. Copies of my letter and your PR-1240 are attached.

The relocation of the six (6) buried electric power services has been completed and a final billing of cost, in the amount of $11,234.60, recieved. The final cost of $11,234.60 exceeds the estimated cost of $6,609.78 by $4,624.82 or 69.97%. The City of Portland in a letter dated January 11, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. Portland General Electric Company has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $11,234.60 is requested.

JMC/GAP/nv
Attachments
cc: E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 27, 1984

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Cost Overrun
Installation of Light Poles
Portland General Electric Company
Port of Portland Property
NW 14th Ave.-NW 26th Ave. (Portland) Section
FAU 9300 (NW Front Ave.)
Multnomah County
Project No. IX-9300(6)

Reference is made to D. E. Swan's letter of October 8, 1982 which submitted an estimate of cost for the relocation of City of Portland street light facilities by Portland General Electric Company (PGE) and to your Letter of Approval and/or Authorization, dated October 15, 1982 which approved participation in the estimated cost of $844. Copies of D. E. Swan's letter and your PR-1240 are attached.

The relocation of the lighting facilities has been completed and a final billing of cost, in the amount of $914.19, received. The final cost of $914.19 exceeds the estimated cost of $843.65 by $70.54 or 8.36%. The overrun was due to increased transportation and material costs. The total relocation cost is not considered excessive for the work done.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. PGE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

This is to advise you that the Highway Division will pay the final relocation cost of $914.19 on a federal participating basis.

JMC/nv
Attachments
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming
Rich Evans, Hwy. Acct.
C. O. Fredrickson - w/UFW#1 Revised

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

April 20, 1984

Ruth Spetter
Deputy City Attorney
Office of the City Attorney
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Re: R. A. Hatch Co. v. State
Multnomah County Circuit Court No. A8310-06153

Dear Ms. Spetter:

Attached please find copies of the pleadings in the case of R. A. Hatch v. State of Oregon.

I understand on the basis of our telephone conversation that the Portland City Attorney's office is accepting our tender of defense in the Hatch matter. Please keep us informed as the case progresses.

You may expect the complete cooperation of the state in your defense of this matter. I am preparing a Notice for Substitution of Counsel which I will file with the Circuit Court.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures

9520

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

ORDER GRANTING SUBSTITUTION OF COUNSEL

Defendant's Motion for Substitution of Counsel is granted this _____ day of April, 1984.

____
Circuit Judge

CERTIFICATE OF SERVICE

I hereby certify that on the 20th day of April, 1984, I served a true copy of the within proposed Order Granting Substitution of Counsel upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Ruth Spetter
Deputy City Attorney
Office of the City Attorney
1220 S. W. Fifth Avenue
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

mj

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, by and through the Transportation Commission, Defendant.	)

MOTION FOR SUBSTITUTION OF COUNSEL

Comes now defendant State of Oregon and moves to substitute Ruth Spetter, Deputy City Attorney for the City of Portland, as counsel of record in this case in place of Leslie B. Hampton.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 20th day of April, 1984, I served a true copy of the within Motion for Substitution of Counsel upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Ruth Spetter
Deputy City Attorney
Office of the City Attorney
1220 S. W. Fifth Avenue
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

mj

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through the Transporation Commission,

Defendant.

DEFENDANT'S ANSWER TO PLAINTIFF'S FIRST AMENDED COMPLAINT

Defendant State of Oregon answers plaintiff's First Amended Complaint as follows:

I

Paragraph I is admitted.

II

Paragraph II is admitted.

III

Sentence one of paragraph III is admitted. The remainder of the paragraph is denied. Plaintiff selected a method of work that failed. Plaintiff then suggested to the Project Manager a successful method which was approved at no additional cost.

IV

Paragraph IV is admitted.

V

Paragraph V is admitted.

VI

Paragraph VI is denied.

VII

Paragraph VII is denied.

VIII

Paragraph VIII is denied. Plaintiff performed only the work required by the contract.

IX

Paragraph IX is denied.

X

Paragraph X is denied.

WHEREFORE, having fully answered plaintiff's First Amended Complaint, defendant prays the same be dismissed, plaintiff take nothing thereby and defendant be awarded its costs and disbursements incurred herein.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 5th day of April, 1984, I served a true copy of the within Answer to First Amended Complaint which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

/s/ WILLIAM F. CLORAN

William F. Cloran
Assistant Attorney General
Attorney for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

DATE: April 5, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW 14th Ave.-NW 26th Ave. (Portland) Section
City Street (NW Front Ave.), Multnomah County
Contract No. 9550

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $158,100 or 5.6 percent.

Large areas of poor subgrade were encountered and required additional quantities of excavation and cement treated base material in order to provide the strength to carry the traffic. This work added more than $48,000 to the cost of the project.

Installation of an additional concrete railroad crossing was required in order to complete the project, adding $34,200 to the cost of the project. The contractor has filed suit in court to resolve differences which arose. Defense in this litigation is expected to cost $5,000.

Construction engineering costs have overrun on this project due to the complicated nature of the work and the extra time utilized by the contractor in completing the work.

There are sufficient funds available in the category and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $158,000 to a new total of $2,963,776.88. This matter will be on the consent calendar for the April 16 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 3, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NW 14th Ave.-NW 26th Ave. (Portland) Section
City Street (NW Front Ave.), Multnomah County
Contract No. 9550

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $158,100.00 or 5.6 percent.

Large areas of poor subgrade were encountered and required additional quantities of excavation and cement treated base material in order to provide the strength to carry the traffic. This work added more than $48,000 to the cost of the project.

Installation of an additional concrete railroad crossing was required in order to complete the project, adding $34,200 to the cost of the project. The contractor has filed suit in court to resolve differences which arose. Defense in this litigation is expected to cost $5,000.

Construction engineering costs have overrun on this project due to the complicated nature of the work and the extra time utilized by the contractor in completing the work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $158,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Brett Kesterson
Mike Smith
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 4 '84
REFER TO
FOR
Info Inves R/D J R Sign Act File

81-125-1387

Contains Recycled Materials

rll

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/26/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Avenue - SW 26th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the authorization date of 10/26/82 as requested in Mr. Fredrickson's letter of 3/16/84 as being cost effective for the use of City forces instead of State forces to proceed with the above work. State Force Order No. 6 representing work to be performed by City of Portland Forces is approved for a TEC of $8,600 - Federal Funds $7,310.

(Permanent pavement striping by State Forces authorized at PS&E 9/1/82. Above authorization approves work by City Forces)

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 3/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Henry McCaffry
~~Multnomah~~

PROJECT MANAGER'S NARRATIVE REPORT
NW 14TH AVENUE - NW 26TH AVENUE
CITY STREET - (NW FRONT AVENUE)
MULTNOMAH COUNTY
CONTRACT NO. 9550 PREFIX NO. 326-1059
FAP NO. IX-9300(6)

GENERAL PROGRESS

The contract was awarded on October 12, 1982. Time charges began on October 25, 1982 with scheduled completion on August 20, 1983. The contractor began work on October 29, 1982 and proceeded completing a majority of the work on September 2, 1983. The installation of some permanent signs and the partial completion of the last 25 feet of the south end of the project was completed by October 17, 1983.

TRAFFIC CONTROL

NW Front Avenue is a major arterial street serving waterfront properties in the NW Portland Industrial area. A problem arose when the contractor was removing his temporary plastic safety markers and barricades at the end of the project. The contractor requested payment for each device that was damaged. The request was denied since there would be no replacement of the devices. The contractor then filed a claim to receive payment for each damaged traffic control device. If a statement like the following was added to Section 111.84 it might help prevent similar problems.

"If any device is found damaged at the end of a project, no measurement will be made for payment."

STORM SEWER

Problems developed with the contractor concerning existing utilities and delays associated with encountering these utilities. The wording in Section 105.06 of the 1974 Specifications did not specifically address the problem. However, the wording in 1984 specifications will prevent the difficulties that occurred on this project.

1 Versteeg ✓
Anderson
2 Adams
cy [illegible]
Edwards
[illegible]
Trout
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN
SECTION

Do not File
Return to
Bring Up
Action

TIME OVERRUNS AND EXTENSIONS

It was necessary to over excavate large areas of subgrade because of poor soil conditions. The contractor was granted a 16 calendar day extension for this work and unpredicable weather conditions in June and July of 1983. However, the contractor still failed to complete the contract and was assessed 42 calendar days in liquidated damages. However, the Region Operations Engineer recommended that 24 calendar days of liquidated damages be returned to the contractor by changing the second notification from October 17, 1983, when the last 25-foot section of roadway was completed to September 23, 1983 when the last permanent signs were installed. The contractor failed to install the permanent signs before the end of the contract by not ordering the signs in a timely manner.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Transportation Engineering

March 14, 1984
Date

BIK:jw

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: NW 14th Avenue - NW 26th Avenue
Highway: NW Front Avenue
County: Multnomah

Contract No. 9550
Prefix: 326-1059
F.A.P. No. 9300(6)

Item No.	Item	Unit	Original	Semi-Final	± %
		SUMMARY			
	Bid Items	$	2,256,735	2,380,665.62	+5.49%
	Anticipated Items	$	237,200	191,248.99	-19.37%
	Contingencies	$	112,227.08	33,265.67	-70.36%
	Engineering	$	199,514.80	340,389.49	+70.61%
	Adjustments	$		(-15,134.15)	

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI 13	Salvage, stockpile Belgiam Blocks	Sq.Yd.	3,420	799	-76.64%

Roadway portions of NW Front Avenue were originally paved with Belgiam Blocks. Over the years service cuts were made, some Belgiam Blocks were removed and not replaced. As the roadway deteriorated it was patched and overlayed covering up the remaining Belgiam Blocks. In view of this an estimate could only be made on what had been in place originally.

BI 21	Cement treated Base Mixture	Ton	34,140	39,236.87	+14.93%

Cement treated base mixture was used to fill soft spots.

BI 25	Class "C" A.C.	Ton	5,170	5,927.16	+14.65%

Class "C" A.C. was used for connecting existing A/C to the back of walks and driveways. The actual connections covered more yardage than originally estimated.

BI 26	Asphalt cement in mixture	Ton	560	647.15	+15.56%

Due to overrages in Class "B" and Class "C" A.C.

Item No.	Item	Unit	Original	Semi-Final	+ %
BI 67	Concrete railroad crossing	Lin.Ft.	1,155	1,269	+9.87%
	Port of Portland requested additional crossing.				
PA 1	On the job training	Hr.	1,000	319	-68.10%
	Mixup on trainees used on job. Reviewed by John Widmer resulting in credit given to only the trainee assigned in original agreement.				
EWO 2	Paint controller cabinets	Lump Sum	----	358.29	----
	Left out of special provision				
EWO 3	Tunnel under duct Station 51+90	Lump Sum	----	2,830.56	----
	Plans failed to show proper location of the connection resulting in additional work to complete the installation				
EWO 4	Reconstruct manholes	Lump Sum	----	864.54	----
	Existing contract has no bid item for reconstruction of manholes.				
EWO 5	Install amplifier, cabinet and 5 conductor wire	Lump Sum	----	1,305.06	----
	Due to existing railroad track it was impossible to sawcut some of the loop defector loop back to the controller.				

Brett I. Kesterson

Brett I. Kesterson
Project Manager

3-28-84
Date

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-29-83
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Avenue - NW 28th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Furnish and install monument boxes

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12-29-83 as requested in Mr. Fredrickson's letter of 3-9-84 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 9 representing work to be performed by City of Portland forces is approved for a TEC of $900 Federal Funds $765.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act

14. DATE 3-14-84
15. SIGNATURE OF APPROVING OFFICIAL Robert B Hathaway
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

ORDER

This matter coming on regularly on defendant State of Oregon's Motions directed to plaintiff's Complaint and the court having examined the memoranda filed by the parties and being fully advised, now, therefore,

IT IS HEREBY ORDERED that defendant's Motions I and II are allowed.

IT IS FURTHER ORDERED that plaintiff may have ten days from the date hereof within which to file its amended complaint in conformance with this Order.

Dated this 6 day of March, 1984.

s/ Charles S. Crookham
Circuit Judge

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Hatchy
v. State
Case No. A8310-06153
Our File No.

Order on Motion
(Title of Document)

☐ Signed MAR 6 1984, 19
☐ ~~Filed~~ MAR 8 1984, 19
By Judge Charles S. Crookham

PM

(Clerk's Sig.)

SP*[illegible]-197

OR
PM
2 MAR

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: /s/ Leslie B. Hampton

CERTIFICATE OF SERVICE

I hereby certify that on the 5th day of March, 1984, I served a true copy of the within proposed Order upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Leslie B. Hampton
Assistant Chief Trial Coursel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

LEVI J. SMITH, P. C.
LAWYER
200 MARKET BUILDING, SUITE 453
200 S.W. MARKET STREET
PORTLAND, OREGON 97201
(503) 241-8230

March 2, 1984

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Trial Division
Justice Building
Salem, Oregon 97310

noted LBH

Re: R. A. Hatch Co. v. State of Oregon
Multnomah County Circuit Court
No. A8310-06153

Dear Mr. Hampton:

Enclosed for service on you is a First Amended Complaint complying with Judge Crookham's ruling on your motion.

This is to request that you provide me at your soonest convenience an opportunity to inspect the State's file with regard to all communications between Brett Kesterson and the State Highway Division which relate to this dispute. If you prefer, I can file a notice to produce those documents in my office. In particular, I see that Mr. Kesterson was told in a February 14, 1983, memorandum from the Highway Division that he should write a complete and detailed report concerning the claim and submit it through Mr. M. B. Smith to the Region Engineer. I would particularly appreciate seeing a copy of Mr. Kesterson's "complete detailed report concerning the claim."

Sincerely,

Levi J. Smith

LJS:js
Enclosure
cc: R. A. Hatch Co.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation, Plaintiff, vs. STATE OF OREGON by and through the Transportation Commission, Defendant.	)	No. A8310-06153 FIRST AMENDED COMPLAINT (FIRST CLAIM--BREACH OF CONTRACT; SECOND CLAIM--UNJUST ENRICHMENT)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

I.

At all times material plaintiff is and has been an Oregon corporation.

II.

On or about October 12, 1982, plaintiff entered into a contract with defendant, acting through the Transportation Commission, wherein plaintiff agreed to perform and complete certain highway construction work consisting of grading, paving and signals on Northwest Front Street between Northwest 14th Avenue and Northwest 26th Avenue in Portland, Multnomah County, Oregon. Pursuant to the terms and conditions of that contract the defendant State of Oregon agreed to pay for the work performed.

III.

Pursuant to the above contract with the State of Oregon, plaintiff was obligated to perform any work specifically required by the project manager to accomplish the work. In relevant part, the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line. This specific requirement was pursuant to an oral agreement reached on or about November 9, 1982, in Portland, Oregon, which contemplated the use of granular back fill as a fill material associated with the trench excavation, and required extra paving to cover a gas line which ran parallel to the trench along Front Street that plaintiff was digging. The project manager acting on behalf of the defendant agreed to pay for said work, at the same time and place as the above requirement, and thereafter in January of 1983 the Region Operations Engineer indicated to plaintiff that commitments made by project personnel, such as a Project Manager, would be honored by the defendant. Attached as Exhibit A is a November 16, 1982, letter from the Project Manager reflecting his earlier oral agreement to pay for the above work, and attached as Exhibit B is a copy of a May 11, 1983, letter from the Region Operations Engineer reflecting his indication that increased costs, if incurred by a contractor acting upon instructions given by the Project Manager, would be paid by the defendant. The contract documents require payment for such work. The cost to plaintiff of performing the trench evacuation, back fill and pipe line work required of it by the Project Manager was the sum of $13,636.50, which sum was reasonably expended by plaintiff in doing the work required.

IV.

Timely written demand was made by plaintiff for payment of the above sum but the defendant has failed and refused to pay any part of said sum.

V.

Plaintiff has performed all other conditions imposed upon it by the contract.

VI.

Defendant's refusal to pay the above sum constitutes a knowing and material violation of its obligation under the contract.

VII.

Wherefore, as a direct result of defendant's breach of the contract, plaintiff has been damaged in the amount of $13,636.50.

SECOND CLAIM FOR RELIEF

(Unjust Enrichment)

VIII.

Following the entry of the contract with defendant on October 12, 1982, plaintiff performed certain work as referred to in paragraphs II and III above at the request and instance of defendant, and with the knowledge of defendant.

IX.

The reasonable value of such work, the benefit of which has been received by the defendant, is $13,636.50.

X.

It would be unjust and inequitable for defendant to receive the benefit of plaintiff's work without paying for it, and defendant would be unjustly enriched if it were permitted to receive such work without payment.

WHEREFORE, on its First Claim for Relief, plaintiff prays for a judgment against defendant in the amount of $13,636.50 plus its costs herein.

Alternatively, on its Second Claim for Relief, plaintiff prays for judgment in the amount of the reasonable value of the work provided to defendant, or $13,636.50.

/s// Levi J. Smith

Levi J. Smith (Bar No. 70135)
Attorney for Plaintiff

EXHIBIT A

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

HAND DELIVERED
JOB SITE

November 16, 1982

R.A. Hatch Company
Attn: Rod Welsh
P.O. Box 6179
Bend, Oregon 97708

Re: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Contract No. 9550

Dear Mr. Welsh:

On November 9, 1982 you asked me about payment for extra excavation, backfill, and pipe under pavement. At that time I tentatively agreed to pay for this extra work. However, after checking with various people, it was felt that because of the close proximity of the 24-inch gas main, a contractor would bid the work knowing full well that the area between the storm sewer trench and gas main could not be saved and would have to be removed. Therefore I will only pay for the appropriate bid item as specified in the special provisions with no allowance made for the extra excavation, backfill, or trench width for pipe under pavement.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:mm

EXHIBIT B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

May 19, 1983

In Reply Refer To
File No.

R. A. Hatch Company
P.O. Box 18160
Portland, OR 97218

Re: Contract No. 9550
NW 14th-NW 26th Ave.
Front Avenue

This is to acknowledge your letter of May 4, 1983, concerning a claim on Contract No. 9550, NW 14th-NW 26th Section of Front Avenue. At a previous meeting with Mr. Hatch, I indicated that to the extent instructions or committments made by project personnel resulted in increased costs to the contractor, if the contractor depended upon those instructions, he could possibly be reimbursed the extra costs incurred. The letter of May 4 compares actual costs with expected costs. I can not tell whether or not the expected costs are the costs that would have been incurred had the committment R. A. Hatch Company claims Brett made not been made, or are the expected costs to have done the work utilizing sheet piling from the very start. The same is true of the actual costs, are they costs incurred from the time Brett supposedly made the committment, or do they include costs that were incurred prior to that time.

The question that I was asking was "What did relying on Brett's alleged committment as opposed to a rejection of any participation at that time cost the Hatch Company?"

Any additional information or correspondence should be routed through Kesterson if you like, with a copy to me. I think this would speed up responses, particularly since I did not get a copy of the May 4 letter until Kesterson forwarded it on to me.

Allan C. Harwood
Region Operations Engineer

cc Brett Kesterson

734-1850

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of First Amended Complaint ...... *is a complete and exact copy of the original.*

Dated March 2, 19 84

...... *Attorney(s) for* Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within ...... *is hereby accepted on* ......, *19*......, *by receiving a true copy thereof.*

...... *Attorney(s) for* ......

CERTIFICATES OF SERVICE

Personal

I certify that on ......, *19*......, *I served the within* ...... *on* ...... *attorney of record for* ...... *by personally handing to said attorney a true copy thereof.*

...... *Attorney(s) for* ......

At Office

I certify that on ......, *19*......, *I served the within* ...... *on* ...... *attorney of record for* ......, *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ......, *Oregon.*

...... *Attorney(s) for* ......

Mailing

I hereby certify that I served the foregoing First Amended Complaint ...... *on* Leslie B. Hampton, ... *attorney(s) of record for* Defendant *on* March 2, *19*84, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* Department of Justice, Trial Division, Justice Building, Salem, Oregon 97310

and deposited in the post office at Portland, *Oregon, on said day.*

Dated March 2, *19* 84

/s/ Levi J. Smith
Attorney(s) for Plaintiff

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

1/1/80-8
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of First Amended Complaint *is a complete and exact copy of the original.*

Dated March 2, *19*84

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......, *by receiving a true copy thereof.*

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing First Amended Complaint *on* Leslie B. Hampton, *attorney(s) of record for* Defendant *on* March 2, *19*84, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* Department of Justice, Trial Division, Justice Building, Salem, Oregon 97310 *and deposited in the post office at* Portland, *Oregon, on said day.*

Dated March 2, *19* 84

/s/ Levi J. Smith

Attorney(s) for Plaintiff

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

February 9, 1984

CON

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

NW 14th Ave.-NW 26th Ave.
(Portland)
Contract No. 9550

Your letter of January 13 conveyed some of your concerns on this project. I also am concerned and disappointed that you and our project people are apparently unable to have meaningful discussions of seemingly routine operational differences during the course of construction of this job.

I have requested our Region Operations Engineer, Al Harwood, to pursue this matter. He will be contacting you in the near future. I cannot assure you that these matters can, or will, be resolved to your satisfaction, but I can assure you that we are willing to provide for meaningful discussion of problems or differences which you feel may have occurred on this project.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc Al Harwood

OBJ:mk sl

bc H. S. Coulter

R. A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO Jackmond
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓	✓				

cy
1/18
due
1/27

January 13, 1984

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attn: W.E. Schwartz, P.E.

Re: Time Extension
NW 14th-NW 26th Ave., Front St., Portland

Dear Pat:

The two letters from your office dated January 5, 1984, where you have denied additional time, will be handled by our people through the appropriate channels. However, I am concerned that you understand what is happening on this job.

We have filed a lawsuit against the State for a previous incident involving the Project Manager, Brett Kesterson, for not paying extra costs for a change he admits asking us to do.

Both these incidents are basically the same situation.

Regarding the late delivery of "Sign Materials" on the project, an agreement was made in the field to temporarily reinstall one (1) old small sign on a new post to facilitate our supplier. At the same time, our subcontractor asked permission to wait to install some "No Parking" signs (less than 5) when the special sign was ready. Everybody agreed to this. Three weeks later Mr. Kesterson wrote us a letter demanding the signs and retroactively charged time on the job. We pushed our supplier as we could have done earlier, and three days later the sign was installed on a weekend. The work performed took 1 Hr. This is a "He said", "You said" situation. Logic would seem to tell you that if an agreement had not been made we would not suffer seven or eight thousand dollars in damages over a one hundred dollar sign.

Your second denial letter dated January 5, 1984, is the same situation. Mr. Kesterson requested that we not complete the final 25 ft. of our contract because of a potential traffic hazard in staging traffic from our job to Eudaly Bros. job. He told us at the time that he would have Eudaly Bros. complete the 25 ft. section. This work consisted of excavating approx. 30 cubic yards of material, installing approx. 30 ton of C.T.B. and paving 4" of A.C. and only on one side of the road. Why would we request for "our convenience" to do one side of the road and not the other? The truth is that Mr. Kesterson and Don Eudaly are fighting so much that Don Eudaly in his words "wouldn't do nothing for that S.O.B.". Then when Mr. Kesterson could not get the job done, he ordered us to do it. The final blow came when he again retroactively charged us time.

To prove my point, the 25 ft. section still is not done because he was able to talk Cascade Const. Co., Eudaly's subcontractor on the paving, into doing the paving so as not to have two joints in 25 ft. Everyone agreed to this change also, but I hope Mr. Kesterson does not get into a fight with Cascade before they finish the paving and Cascade refuses to pave the 25 ft. I'm sure if this happens I will end up doing it and trying to get back 50 to 100 thousand in damages.

The last point I would like to make is to discuss the intent of liquidated damages. This item was set up in all State contracts to recover costs incurred by the State for nonperformance by the contractor. The item was not intended as a means to generate revenue for the State or a tool to threaten the contractor to solve differences. I am hard pressed to see how the State was damaged in either of these cases, primarily the "25 ft. case" since the area is still not completed.

At one time you asked me for specifics on problems we have or have had in dealing with the State. This situation I have outlined for you would never have happened six or eight years ago. The problem would have been handled in the field where it should, instead of letting it get into the endless system where face saving seems to be an issue. I am sure you have talked to Mike Smith about the adversary relationship that exists between my company and Brett Kesterson. Who knows who is right or wrong. From my standpoint I am willing to try once more to settle all of the differences on the job, but people with the authority to make a decision must attend. The only other alternative is Civil Court.

Very truly yours,

R.A. HATCH CO.

Robert A. Hatch
President

RAH:lst

P.S. Thought you might enjoy article in ROADS magazine.

enc.

9550

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

COPY

January 5, 198~~3~~4

In Reply Refer to
File No

CON

R. A. Hatch Co.
P.O. Box 6179
Bend, Oregon 97708

RECEIVED
JAN 10 1984

Time Extension Request
NW 14th Ave.-NW 26th Ave. (Portland)
Contract No. 9550
FAP No. IX-9300(6)

Your request for 37 calendar days of additional contract time in which to complete the above project has been carefully reviewed. Your request is based on the contention that you were instructed by the Project Manager to omit work on the southern most 25 feet of the project and that this instruction was rescinded after you had moved off the project.

Our review indicates that this change was requested by your firm for your convenience. On August 2, 1983, your firm requested that the last 25 feet of the west side of this contract be constructed by the contractor on an adjacent project. We attempted to enter into the necessary agreements to accommodate your request but were unable to do so. Further, we repeatedly suggested that your firm contact the adjacent contractor and determine whether or not suitable arrangements could be obtained. This was not done.

In view of the above circumstances, this request for additional contract time is denied. There remains 42 calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Bob

COPY

January 5,1984

In Reply Refer to
File No
CON

RECEIVED
JAN 9 1984

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Time Extension Request
NW 14th Ave.-NW 26th Ave. (Portland)
Contract No. 9550
FAP No. IX-9300(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested 33 calendar days of additional contract time due to a late delivery of sign materials. The selection of subcontractors and/or material suppliers is made by the contractor. Their performance, or lack of performance, is deemed to be within the control of the contractor. Therefore, in accord with the provisions of section 108.09 of the contract specifications, your request must be denied.

There remains 42 calendar days of liquidated damages under this contract. Should you wish to submit additional data, or to further review this matter, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

GM MRS CE PPM SE
TOS RECEIVED ME
US [illegible] PDM
CSA Metro Region TAM
SO PA EM BUD LM

November 8, 1983

Oregon Department of Transportation
Attention: Mike Smith
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Multnomah County
Contract No. 9550
Prefix No. 326-1059
FAP No. IX-9300(6)

12-29-83
W. E. Schwartz -
I concur with Region and Proj. Mgr. and recommend that this request be denied.
O. B. Jackson

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Fourth Contractor's Request for Adjustment of Contract Time. This was submitted by R.A. Hatch Co.

b) Project Manager's Report and Recommendation on above Item a).

If additional information is needed, please contact me at 796-7163.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:jw

Enclosures

RECEIVED
DEC 5 1983
CONSTRUCTION SECTION
CE CAE FCE OCE SCS KFO
OM CA LS TC FE CP

11/21/83
ATTENTION SMITH -
I HAVE REVIEWED THE ATTACHED CONTRACT REQUEST AND THE PROJECT MANAGERS RECOMMENDATION FOR ADJUSTMENT OF CONTRACT TIME. I CONCURE WITH THE PROJECT MANAGERS RECOMMENDATION OF NO INCREASE IN CALENDAR DAYS

C.O. Bryant Jackson - with original attachment
I agree with the Project Manager and Mike Smith,
recommendation to send a [illegible] for the Region's sign.
Maurice Cuff

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

12-29-83

W. E. Schwartz -
I concur with Region & Project Mgr. that this request be denied.
O. B. Jackmond

November 3, 1983

Oregon Department of Transportation
Attn: Mike Smith
9002 S.W. McLoughlin Blvd.
Milwaukie, OR 97222

RE: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Multnomah County
Contract No. 9550
Prefix No. 326-1059
FAP NO. IX-9300(6)

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's Request for Adjustment of Contract Time. This was submitted by R.A. Hatch Co.

b) Project Manager's Report and Recommendation on above Item a).

If additional information is needed, please contact me at 796-7163.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:am

Enclosures

RECEIVED
DEC 5 1983
CONSTRUCTION SECTION

11/21/83
MARION CUFF -
I HAVE REVIEWED THE ATTACHED REQUEST AND THE PROJECT MANAGERS RECOMMENDATION.
I CONCUR WITH THE PROJECT MANAGERS RECOMMENDATION OF NO INCREASE IN CALENDAR DAYS

cc: Bryant Jackmond - with original attachments.
I agree with the Project Manager & Mike Smith's recommendation to grant no time for the reasons listed.
Marion Cuff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

MOTION TO MAKE MORE DEFINITE AND CERTAIN

Defendant pursuant to ORCP Rule 21, as a separate motion in each of the following paragraphs, moves the court for an order requiring portions of plaintiff's Complaint more definite and certain. The grounds for all of the motions is that plaintiff's allegations moved against are so indefinite or uncertain that the precise nature of the charge is not apparent.

I

For an order making paragraph III, page 2, lines 3-7 which read:

> " * * * the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line."

more definite and certain by (a) stating the time, place and manner (orally or in writing) that defendant's project manager

///

allegedly required plaintiff to accomplish work in a particular manner; (b) by identifying the nature of the particular fill material that plaintiff was allegedly required to use; and (c) by identifying specifically how the plaintiff allegedly had to contend with paving in connection with a gas line.

II

For an order requiring paragraph III, page 2, lines 7-9 which read:

> "The project manager acting on behalf of the defendant agreed to pay for said work, * * * "

more definite and certain by setting out the time, place and manner (orally or in writing) that defendant's project manager allegedly agreed to pay for said work.

Upon argument of these motions, defendant State of Oregon will rely on ORCP Rule 21(D) and Rule 18 which requires plaintiff to state a claim and concise statement of ultimate facts constituting its claim.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON by and through the Transportation Commission,

Defendant.

No. A831[illegible]-0[illegible]3

COMPLAINT
(FIRST CLAIM--BREACH OF CONTRACT; SECOND CLAIM--UNJUST ENRICHMENT)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

I.

At all times material plaintiff is and has been an Oregon corporation.

II.

On or about October 12, 1982, plaintiff entered into a contract with defendant, acting through the Transportation Commission, wherein plaintiff agreed to perform and complete certain highway construction work consisting of grading, paving and signals on Northwest Front Street between Northwest 14th Avenue and Northwest 26th Avenue in Portland, Multnomah County, Oregon. Pursuant to the terms and conditions of that contract the defendant State of Oregon agreed to pay for the work performed.

III.

Pursuant to the above contract with the State of

Oregon, plaintiff was obligated to perform any work specifically required by the project manager to accomplish the work. In relevant part, I the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line. II The project manager acting on behalf of the defendant agreed to pay for said work, and the contract documents required payment for such work. The cost to plaintiff of performing the trench evacuation, back fill and pipe line work required of it by the project manager was the sum of $13,636.50, which sum was reasonably expended by plaintiff in doing the work required.

IV.

Timely written demand was made by plaintiff for payment of the above sum but the defendant has failed and refused to pay any part of said sum.

V.

Plaintiff has performed all other conditions imposed upon it by the contract.

VI.

Defendant's refusal to pay the above sum constitutes a knowing and material violation of its obligation under the contract.

VII.

Wherefore, as a direct result of defendant's breach of

the contract, plaintiff has been damaged in the amount of $13,636.50.

SECOND CLAIM FOR RELIEF

(Unjust Enrichment)

VIII.

Following the entry of the contract with defendant on October 12, 1982, plaintiff performed certain work as referred to in paragraphs II and III above at the request and instance of defendant, and with the knowledge of defendant.

IX.

The reasonable value of such work, the benefit of which has been received by the defendant, is $13,636.50.

X.

It would be unjust and inequitable for defendant to receive the benefit of plaintiff's work without paying for it, and defendant would be unjustly enriched if it were permitted to receive such work without payment.

WHEREFORE, on its First Claim for Relief, plaintiff prays for a judgment against defendant in the amount of $13,636.50 plus its costs herein.

Alternatively, on its Second Claim for Relief, plaintiff prays for judgment in the amount of the reasonable value of the work provided to defendant, or $13,636.50.

/s/ Levi J. Smith
Levi J. Smith (Bar No. 70135)
Attorney for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that on the 17th day of January, 1984, I served a true copy of the within Motion to Make More Definite and Certain which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Leslie B. Hampton
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

1350 12-11-83

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation, Plaintiff, vs. STATE OF OREGON, by and through the Transportation Commission, Defendant.	No. A8310-06153 ORDER

THIS MATTER came on before the undersigned Judge for hearing on defendant's motion for change of venue on December 14, 1983, and plaintiff being represented by its counsel, Levi J. Smith, and defendant being represented by its counsel, Leslie B. Hampton, the court having heard the arguments of counsel and being fully advised in the premises, it is hereby

ORDERED that defendant's motion for change of venue is denied.

DATED this ______ day of December, 1983.

Charles S. Crookham
Circuit Court Judge

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of Order .... *is a complete and exact copy of the original.*

Dated December 14, 1983

....

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......, *by receiving a true copy thereof.*

....

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

....

Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

....

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing Order *on* Leslie B. Hampton,

attorney(s) of record for Defendant

on December 14, 19 83, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* 100 State Office Building, Salem, Oregon 97310

and deposited in the post office at Portland, *Oregon, on said day.*

Dated December 14, *19* 83

/s/ Levi J. Smith

Attorney(s) for Plaintiff

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, by and through the Transportation Commission, Defendant.	)

DEFENDANT'S REPLY MEMORANDUM IN SUPPORT OF ITS MOTION FOR CHANGE OF VENUE

Plaintiff has filed a memorandum in opposition to defendant's motion for change of venue. In our opening memorandum, we pointed out that the subject action is under the provisions of ORS 14.080, which provides in part:

> "All other actions or suits shall be commenced and tried in the county in which the defendants, or one of them, resides or may be found at the commencement of the action or suit * * * "

We also pointed out that the seat of government of the State of Oregon under the Constitution and the principle office of its Transportation Commission and Department of Transportation, Highway Division, is in Salem, Marion County, Oregon, citing cases and Constitutional provisions.

Plaintiff's principle argument is that venue is in Douglas County because of the provisions of ORS 14.060 which provides:

///

> "Venue of suits against state departments and officials. Any suit against any department, official, officer, commissioner, commission or board of the state, as such, or in virtue of such status, other than a suit for causes enumerated in ORS 14.040, may be brought in the county wherein the cause of suit, or some part thereof, arose.

There is no doubt that the statute when adopted applied only to suits in equity. It was so construed in the trial courts, including the Circuit Court for Multnomah County. Plaintiff argues that the adoptions of the Oregon Rules of Civil Procedure abolished all distinctions between suits in equity and actions at law. Plaintiff's position is overly broad and unsound. ORCP 2 and ORS 174.590 cited by plaintiff refers to the abolishment only of "procedural distinctions." Distinctions between law and equity as to matters of substance were not abolished. We first point out that neither the Oregon Rules of Civil Procedure as originally adopted or amendments thereto have addressed the subject of jurisdiction and venue. The venue statutes contained in Chapter 14 ORS remain intact and have not been modified by the Oregon Rules of Civil Procedure. In an article commenting on the adoption of ORCP 2, Fredrick R. Merrill stated:

> "The action of counsel (that promulgated the ORCP Rules) has no effect upon the substantive elements of law in equity. The rule making power of the counsel is limited to procedure. Rule 2 specifically only refers to procedural distinctions. * * * " Oregon Law Institute, Oregon Civil Procedure Rules (1980), p. 225.

In Rose v. Etling, 255 Or 395, 467 P2d 633 (1970) the court stated at page 399:

> "Even though the right of a defendant to a change of venue has been described as a 'personal privilege' it is nevertheless a 'right.' Mutzig v. Hope, 176 Or 368, 397, 158 P2d 110 (1945). Furthermore, this court has expressly recognized that a motion by defendant for change of venue is defendant's only 'remedy' to enforce such a 'right.' Mack Trucks, Inc. v. Taylor, 227 Or 376, 382, 362 P2d 364 (1962).

In conclusion, defendant State of Oregon submits that the legislature by adopting the Oregon Rules of Civil Procedure did not intend to modify the venue statutes set out in Chapter 14 ORS. Therefore, venue for a contract action against the Oregon Transportation Commission comes under the provisions of ORS 14.080; venue is properly laid in Marion County, Oregon. Defendant State of Oregon's Motion should be allowed.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 28th day of November, 1983, I served a true copy of the within Reply Memorandum in Support of its Motion for Change of Venue which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Leslie B. Hampton
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

O. B. Jackmond
Contract Engineer

November 17, 1983

Leslie B. Hampton
Assistant Chief Trial Counsel

P. A. Hatch Co. v. State of Oregon
Multnomah County No. A8310-06153 (L-8445)

As I mentioned to you earlier this week, the City of Portland has refused to accept the state's tender of defense in the above referenced case. The City Attorney does indicate that we will receive full cooperation from the city staff.

Our Motion for Change of Venue is to be argued December 14, 1983. If the Motion is granted, it will probably take three to six weeks for the case to be transferred to Marion County because of the paper work. If the Motion is denied, we will owe plaintiff an answer within ten days of the order.

In the meantime, we should accumulate all available information about the claim including the records of the City of Portland Project Manager.

[illegible]

9550

CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Christopher P. Thomas, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

November 4, 1983

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice - Trial Division
Justice Building
Salem, Oregon 97310

Re: R.A. Hatch Co. v. State of Oregon
Multnomah County Circuit Court No. A8310-06153
(L-8445)

Dear Les:

This is in response to your letter of October 14, 1983. After careful consideration the City has decided not to accept the State's tender of the case of R.A. Hatch Co. v. State of Oregon, Multnomah County Circuit Court No. A8310-06153. The City does not, at this time, admit any liability to the State for any possible judgment, or costs of defense, including attorneys fees. Nor does the City admit that the State acted as the agent of the City.

You may anticipate full cooperation from City staff in your pursuit of this case.

Very truly yours,

Ruth Spetter

Ruth Spetter
Deputy City Attorney

tp/7388

cc: Dick Schmidt
Joan English
B106/R805
Street & Structural Engineering

9550

5

October 28, 1983

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Second Time Extension Request
NW 14th Ave.-NW 26th Ave.
Contract No. 9550
FAP No. IX-9300(6)

Your second request for additional contract time in which to complete the above project has been carefully reviewed. You requested 31 calendar days of additional contract time due to two delays caused by the Portland City Water Bureau, and a delay caused by Northwest Natural Gas. A review of the project records indicates that these items did not delay the initial project completion and that the initial project completion date was determined by the installation of the permanent signs required on the project. It appears that the initial completion date of the project would have been the same, with or without the claimed utility delays.

Your request is therefore denied. The adjusted contract time of completion for this project remains 316 calendar days. Should you wish to review this matter further, or to submit additional data, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Brett Kesterson w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: October 10, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

NW 14th Avenue - NW 26th Avenue
(NW Front Avenue)
Contract No. 9550

I have reviewed the attached Contractor's Request for Adjustment of Contract Time and the Project Manager's report and recommendation. I concur with the Project Manager's finding for no increase in calendar days based on the fact that the contractor has not provided substantial evidence to indicate how he was delayed during the periods in his request.

MBS/b

I agree with Brett Kesterson &
Mike Smith's analysis.
Marion Craft

Attachment

10-17-83
W. E. Schwartz -
I concur with Region and Project Mgr.
and recommend that this request be denied.
OBJackmond

CC: Bryant Jackmond - with original attachments.

RECEIVED
[illegible] 1983
CONSTRUCTION SECTION
CAE
FOE
OCS
SCS
TEO

125-1387

- 95 -

S

October 28, 1983

CON

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Time Extension Request
NW 14th Ave.-NW 26th Ave.
Contract No. 9550
FAP No. IX-9300(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 16 calendar days of contract time due to extreme weather conditions and extensive added subexcavation performed. A contract time adjustment of eight calendar days is granted due to reasonably unpredictable rainfall during late June and early July, 1983. An additional contract time adjustment of eight calendar days is granted due to the added subexcavation work performed.

The total contract time adjustment granted is 16 calendar days and the adjusted contract time for completion of the project is 316 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Brett Kesterson w/att.
FHWA w/att.
Bob Church

STATE OF OREGON **INTEROFFICE MEMO**

TO: MARION CRAFT, Metro
Region Construction Engineer

DATE: September 27, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: Contractors Request for Adjustment of Contract Time
NW 14th Avenue-NW 26th Avenue
Contract No. 9550

I have reviewed the contractors request for Time Extension and the Project Manager's report and recommendation and concur with the Project Manager's recommendation for a 16 day increase. Also attached is rainfall data as prepared by the Project Manager to assist in justifying the contractors request for time due to an unusual wet June and July.

10-17-83
W. E. Schwartz -
I concur with Region and Project Manager to grant a 16 C.D. time extension, 8 C.D. due to June-July rainfall, and 8 C.D. due to increased subexcavation on the project.

MBS/b

Attachment

RECEIVED
OCT 14 1983
CONSTRUCTION SECTION
CE CAE FOE OCS SCS ESO
OM CA LS TC FE CP

cc: Bryant Jackmond - with original attachment.

The analysis looks reasonable and accurate.
I agree with the 16 day increase.
Marion Craft

11-125-1387

PROJECT MANAGER'S REPORT AND RECOMMENDATION

NW 14TH AVE. --NW 26TH AVE. (PORTLAND)

CITY STREET (NW FRONT AVE.)

MULTNOMAH COUNTY

CONTRACT NO. 9550 PREFIX NO. 326-1059

FAP NO. IX-9300(6)

On August 17, 1983, a copy of Contractor's Request for Adjustment of Contract Time arrived at my office from R.A. Hatch Co. The contractor is requesting additional time to complete the project for the following reasons:

1) Extremely wet spring and June-July period. (New record for moisture in July).

2) Extensive sub-excavation throughout job, not called for by original plans and specifications.

After careful research, I have determined some facts about these items:

1) From 4-11-83 to 4-18-83, the contractor had to sub-excavate substantial areas from Sta. 88+00 to 100+00 to remove unsuitable material.

2) From 6-24-83 to 6-26-83, the contractor ceased CTB operations because of rain after making several attempts to schedule the work.

3) From 6-30-83 to 7-4-83, the contractor again was forced to cancel CTB operations because of rain.

Under Item 1) the contractor had to sub-excavate from 1 to 2 feet below subgrade. In doing this, the contractor had to work carefully around the many uncovered utilities.

During the last part of June and the first part of July, weather forecasts were consistently wrong leading the contractor to not plan on placing CTB when in fact the weather was acceptable or starting CTB operations with forecasts of fair weather, only to be rained out by mid-morning.

Therefore, I am recommending a sixteen calendar day increase for Contract No. 9550. This would revise the completion date to September 5, 1983.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

August 18, 1983
Date

BIK:jw

The following data is the last 10 years rainfall data as measured at Portland International Airport.

Year	June Inches Precip.	Days Precip.	July Inches Precip.	Days Precip.
1973	1.45	9	0.06	1
1974	0.80	5	2.01	9
1975	1.13	10	0.43	2
1976	0.78	7	0.66	6
1977	0.83	3	0.39	4
1978	1.69	7	1.36	5
1979	0.64	6	0.25	4
1980	2.50	16	0.19	2
1981	3.23	15	0.24	4
1982	1.66	9	0.94	7
1983	1.95	18	2.68	12
Ave.	1.51	10	0.84	5

One can clearly see that both months in 1983 exceed the average precipitation and days of precipitation for the last 10 years. This fact contributed to delays in completing the project by the amount of days as detailed in the Project Manager's Report and Recommendation.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

September 21, 1983
Date

10-17-83

Note: "Average" is not the contract criteria. "Reasonably predictable" is. A weather condition which recurrs more than once in the preceding 10 years has been judged to be reasonably predictable by some courts. If this guide is used, one could reasonably predict 15 calendar days of rainfall in June and 7 calendar days of rainfall in July. Therefore, the excusable delay due to days of rainfall in 1983 would be 3 calendar days in June and 5 calendar days in July.

mig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRA ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-12-83
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW. 14th AVENUE - NW. 28th AVENUE (PORTLAND FRONT AVENUE)

11. GENERAL DESCRIPTION OF WORK
Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Contractor' claim

13. REMARKS

As requested by Mr. Keasey's letter of October 17, 1983, this will confirm the advance approval date of October 12, 1983, contingent upon modification of project agreement if additional funds are required, to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $5,000; FF $4,250. (SFO #8)

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 11/2

14. DATE 10-20-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

5

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. JACKMOND, Contract Administration Engineer

DATE: October 19, 1983

RECEIVED
OCT 20 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: NW 14th-NW 26th Avenue Section
Front Avenue
Contract No. 9550

NOTED
JACK L. SOLLIS

NOTED
W. E. [illegible]

RECEIVED
STATE HWY ENGR
OCT 21 '83
REFER TO
FOR
Info Appvl R/D D R Sign Act File

We discussed briefly the other day a lawsuit filed by R. A. Hatch against the State of Oregon on the subject project. I suggested that this lawsuit should be the responsibility of the City of Portland to defend since the project is a City project and the construction engineering and contract administration is being handled by the City and we have no financial interests in the project.

Several months ago I wrote to Mr. Schwartz suggesting that on projects such as this, where the local agency has developed the project, is administering the project and in which we have no financial interest, that a contract should be signed by the local agency rather than by the State. I hope that this filing will resurrect interest in the pitch I made at that time.

I still feel that we should not be the contractorial party in this type of a project. For us to perform our monitoring responsibilites as required by Federal Highway Administration, I feel we can adequately do this without having our name on the contract. Our obligations and responsibilities would be covered in the agreement with the local agency.

[illegible]

NOTED
W. E. [illegible]

ACH/b

cc: Pat Schwartz w/attachment
Jack Sollis
Gary Potter w/attachment

81-125-1387

SUIT SUMMARY

File

CLAIM FILE # 734-980-L-8445

SUIT STYLED HATCH, R. A., Company v. STATE

COURT Circuit A8310-06153 COUNTY Multnomah

TORT ALLEGATIONS: N.A.

OTHER ALLEGATIONS (Non-Tort): Breach of contract

SUMMARY OF OCCURRENCE OR ACCIDENT: N.A.

SUMMARY OF INJURY OR DAMAGE: Claimed extra costs for trench excavation

JOINT TORT FEASORS N.A. PERCENT OF NEGLIGENCE N.A.

PRAYER - SPECIALS $ N.A. GENERAL $ 13,636

ATTORNEY FEES $ No OTHER RELIEF $ No

DEMAND $ ______ SETTLEMENT OFFERED $ ______ PROPOSED $ ______

ANTICIPATED ADD'L LEGAL FEES & EXP RELATED TO STATE'S DEFENSE $ 5,000

ESTIMATED NEGLIGENCE OF STATE DEFENDANTS N.A. %

ESTIMATED PROBABLE CHANCE OF WINNING Unknown at this time %

PROBABLE JUDGMENT IF CASE LOST $ Unknown at this time

ESTIMATE OF PLAINTIFF'S COMPARATIVE NEGLIGENCE N.A. %

SHOULD SETTLEMENT BE CONSIDERED FROM FACTS DEVELOPED TO DATE ___YES ___NO

REMARKS Contractor claims that project manager authorized claimed extra work in connection with performing trench excavation in a particular manner.

ASSIGNED ATTORNEY Hampton/Wood DATE 10/17/83

JRMcC:ls
11/5/81

orig - John mc
cc: Wm. Gary

October 14, 1983

Christopher P. Thomas
City Attorney
315 City Hall
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Re: R. A. Hatch Co. v. State of Oregon
Multnomah County Circuit No. A8310-06153 (L-8445)

Dear Mr. Thomas:

Enclosed is a copy of the Complaint in the above referenced case which seeks $13,636.50 for alleged breach of contract arising from a construction contract between the plaintiff, R. A. Hatch Co. and the State of Oregon (DOT). The construction contract includes certain grading, paving and signals on N. W. Front Street between N. W. 14th Avenue and N. W. 26th Avenue in Portland, Oregon.

As you know, the above referenced contract is an interstate transfer funded job. The State of Oregon in entering and administering the contract, acted as an agent of the City of Portland. It is also my understanding that the City of Portland's Project Manager was directly involved with the contractor's representative in the incidence that developed into this particular litigation.

The State of Oregon hereby tenders to the City of Portland its defense in the above referenced litigation. In the event that the tender is not accepted, the state will look to the City of Portland for payment of any judgment rendered herein and for the state's costs of defense, including attorney fees. Please advise me whether or not the city accepts this tender of defense.

As an initial appearance, the state is filing a Motion for Change of Venue to transfer this case to Marion County. That Motion is being praeciped for argument on November 29, 1983 at 10:00 A.M. If the tender is accepted, we will withdraw the Motion for Change of Venue if requested by your office.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
Enclosure
cc: Geoff Larkin
Tim Wood
Bryant Jackmond

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

MOTION TO CHANGE PLACE OF TRIAL

Comes now the defendant and moves the court for an order changing the place of trial of the above entitled cause from Multnomah County, Oregon to Marion County, Oregon upon the grounds that it has not been commenced in the proper county. This Motion is supported by the Affidavit and Memorandum submitted herewith.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

AFFIDAVIT IN SUPPORT OF MOTION TO CHANGE PLACE OF TRIAL

STATE OF OREGON)
SS
County of Marion)

I, LESLIE B. HAMPTON, being first duly sworn, depose and say that I am an Assistant Attorney General for the State of Oregon and one of the attorneys for the defendant herein, that the Oregon Department of Transportation and its Director, and the Oregon Transportation Commission, officially reside and have their principal offices in Marion County, Oregon and that by statute said department and said commission can be found and served with summons only in Marion County, Oregon, by serving the Director of the Department of Transportation. Plaintiff's cause of action is based upon a contract executed in Marion County and partially performed in Multnomah County.

///

///

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

That this Motion is not made for the purpose of delay.

Than no answer to the Complaint has been filed.

/s/ Leslie B. Hampton

Leslie B. Hampton

Subscribed and sworn to before me this 14th day of October, 1983.

/s/ Margaret E. Jensen

Notary Public for Oregon
My commission expires: 6/7/87

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8310-06153

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, by and through
the Transportation Commission,

Defendant.

MEMORANDUM OF POINTS AND AUTHORITIES

This Memorandum is submitted in support of defendant's Motion for Change of Venue.

I

A motion for change of venue, upon the ground that the action has been commenced in the wrong county, may be filed at any time prior to filing of an answer.

ORS 14.120.

II

Actions which are not expressly authorized or directed to be brought elsewhere must be commenced in the county where the defendants reside or may be found.

ORS 14.080.

III

Unless the action is subject to a statute specifically fixing the venue elsewhere, an action against the state or a state agency, board or commission should be brought where the seat of government is located or where such agency, board or commission has its principal office or place of business.

State ex rel Kleinsorge v. Reid, 221 Or 558, 352 P2d 466 (1960); 92 CJS, Venue, § 115.

Cf. State Highway Comm. v. Goodwin, 208 Or 514, 303 P2d (1956).

ORS 14.080.

IV

The seat of government of the State of Oregon under the Constitution and the principal office of its State Transportation Commission, and its Department of Transportation by statute are in the City of Salem, in Marion County, Oregon.

Or Const Art XIV, § 1.

ORS 366.170.

V

By statute, summons can be properly served on the State Transportation Commission and the Department of Transportation only by serving the office of the Director, Department of Transportation, whose official office is in the City of Salem, Marion County.

ORS 184.616(2).

VI

Action to recover damages from a state agency, board or commission, as a legal entity, is not an action against a public officer, within the meaning of ORS 14.050(2)

State ex rel Kleinsorge v. Reid, 221 Or 558, 352 P2d 466 (1960).

VII

ORS 14.060 when otherwise applicable, applies only to suits in equity.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ Leslie B. Hampton
LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 14th day of October, 1983, I served a true copy of the within Motion to Change Place of Trial with supporting Affidavit and Memorandum which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Levi J. Smith
Attorney at Law
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Leslie B. Hampton
Assistant Chief Trial Counsel
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

R. A. HATCH CO., an Oregon corporation, Plaintiff	No. A8310-06153
vs.	
STATE OF OREGON by and through the Transportation Commission, Defendant	SUMMONS

To Dave Frohnmayer, Attorney General
Justice Building
Salem, Oregon 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Levi J. Smith
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

LEVI J. SMITH, P.C.
ATTORNEY FOR PLAINTIFF
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

PROOF OF SERVICE

STATE OF OREGON } ss.
County of MARION

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19* ...., *at* .... *o'clock* ....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19* ...., *at* .... *o'clock* ....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19* ...., *at* .... *o'clock* ....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19* ...., *at* .... *o'clock* ....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19* ...., *during normal working hours, at to-wit:* .... *o'clock,* ....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon State of Oregon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* * .... *thereof; OR*

(b) leaving such true copy with Joann Ellis/Admin Assist, *the person who is apparently in charge of the office of* David Frohnmayer, *who is a/the* * Attorney General *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at 100 State Office Bldg. Salem, Oregon, *on* Oct. 6, *19*83, *at* 10:50 *o'clock* A *M.*

DATED ...., *19* ....

.... SHERIFF

By .... DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.

DATED October 10, *19*83

SIGNATURE

Reginald K. Wiensz
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation, Plaintiff, vs. STATE OF OREGON by and through the Transportation Commission, Defendant.	No. A8310 06153 COMPLAINT (FIRST CLAIM--BREACH OF CONTRACT; SECOND CLAIM--UNJUST ENRICHMENT)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

I.

At all times material plaintiff is and has been an Oregon corporation.

II.

On or about October 12, 1982, plaintiff entered into a contract with defendant, acting through the Transportation Commission, wherein plaintiff agreed to perform and complete certain highway construction work consisting of grading, paving and signals on Northwest Front Street between Northwest 14th Avenue and Northwest 26th Avenue in Portland, Multnomah County, Oregon. Pursuant to the terms and conditions of that contract the defendant State of Oregon agreed to pay for the work performed.

III.

Pursuant to the above contract with the State of

Oregon, plaintiff was obligated to perform any work specifically required by the project manager to accomplish the work. In relevant part, the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line. The project manager acting on behalf of the defendant agreed to pay for said work, and the contract documents required payment for such work. The cost to plaintiff of performing the trench evacuation, back fill and pipe line work required of it by the project manager was the sum of $13,636.50, which sum was reasonably expended by plaintiff in doing the work required.

IV.

Timely written demand was made by plaintiff for payment of the above sum but the defendant has failed and refused to pay any part of said sum.

V.

Plaintiff has performed all other conditions imposed upon it by the contract.

VI.

Defendant's refusal to pay the above sum constitutes a knowing and material violation of its obligation under the contract.

VII.

Wherefore, as a direct result of defendant's breach of

the contract, plaintiff has been damaged in the amount of $13,636.50.

SECOND CLAIM FOR RELIEF

(Unjust Enrichment)

VIII.

Following the entry of the contract with defendant on October 12, 1982, plaintiff performed certain work as referred to in paragraphs II and III above at the request and instance of defendant, and with the knowledge of defendant.

IX.

The reasonable value of such work, the benefit of which has been received by the defendant, is $13,636.50.

X.

It would be unjust and inequitable for defendant to receive the benefit of plaintiff's work without paying for it, and defendant would be unjustly enriched if it were permitted to receive such work without payment.

WHEREFORE, on its First Claim for Relief, plaintiff prays for a judgment against defendant in the amount of $13,636.50 plus its costs herein.

Alternatively, on its Second Claim for Relief, plaintiff prays for judgment in the amount of the reasonable value of the work provided to defendant, or $13,636.50.

/s/ Levi J. Smith
Levi J. Smith (Bar No. 70135)
Attorney for Plaintiff

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of Complaint .... *is a complete and exact copy of the original.*

Dated October 13 ...., *19* 83

....

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*........, *by receiving a true copy thereof.*

....

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*........, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

....

Attorney(s) for ....

At Office

I certify that on ...., *19*........, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

....

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing .... *on* ...., ... *attorney(s) of record for* .... *on* ...., *19*........, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* .... *and deposited in the post office at* ...., *Oregon, on said day.*

Dated ...., *19*........

....

Attorney(s) for ....

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

7530 [illegible]

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON by and through the Transportation Commission,

Defendant.

No. A8310-051[illegible]3

COMPLAINT
(FIRST CLAIM--BREACH OF CONTRACT; SECOND CLAIM--UNJUST ENRICHMENT)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

I.

At all times material plaintiff is and has been an Oregon corporation.

II.

On or about October 12, 1982, plaintiff entered into a contract with defendant, acting through the Transportation Commission, wherein plaintiff agreed to perform and complete certain highway construction work consisting of grading, paving and signals on Northwest Front Street between Northwest 14th Avenue and Northwest 26th Avenue in Portland, Multnomah County, Oregon. Pursuant to the terms and conditions of that contract the defendant State of Oregon agreed to pay for the work performed.

III.

Pursuant to the above contract with the State of

Oregon, plaintiff was obligated to perform any work specifically required by the project manager to accomplish the work. In relevant part, the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line. The project manager acting on behalf of the defendant agreed to pay for said work, and the contract documents required payment for such work. The cost to plaintiff of performing the trench evacuation, back fill and pipe line work required of it by the project manager was the sum of $13,636.50, which sum was reasonably expended by plaintiff in doing the work required.

IV.

Timely written demand was made by plaintiff for payment of the above sum but the defendant has failed and refused to pay any part of said sum.

V.

Plaintiff has performed all other conditions imposed upon it by the contract.

VI.

Defendant's refusal to pay the above sum constitutes a knowing and material violation of its obligation under the contract.

VII.

Wherefore, as a direct result of defendant's breach of

the contract, plaintiff has been damaged in the amount of $13,636.50.

SECOND CLAIM FOR RELIEF

(Unjust Enrichment)

VIII.

Following the entry of the contract with defendant on October 12, 1982, plaintiff performed certain work as referred to in paragraphs II and III above at the request and instance of defendant, and with the knowledge of defendant.

IX.

The reasonable value of such work, the benefit of which has been received by the defendant, is $13,636.50.

X.

It would be unjust and inequitable for defendant to receive the benefit of plaintiff's work without paying for it, and defendant would be unjustly enriched if it were permitted to receive such work without payment.

WHEREFORE, on its First Claim for Relief, plaintiff prays for a judgment against defendant in the amount of $13,636.50 plus its costs herein.

Alternatively, on its Second Claim for Relief, plaintiff prays for judgment in the amount of the reasonable value of the work provided to defendant, or $13,636.50.

/s/ Levi J. Smith
Levi J. Smith (Bar No. 70135)
Attorney for Plaintiff

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of Complaint *is a complete and exact copy of the original.*

Dated October 4, *19*83

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... is hereby accepted on ...., 19...., by receiving a true copy thereof.

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., 19...., I served the within .... on .... attorney of record for .... by personally handing to said attorney a true copy thereof.

Attorney(s) for ....

At Office

I certify that on ...., 19...., I served the within .... on .... attorney of record for ...., by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at ...., Oregon.

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing .... on ...., attorney(s) of record for .... on ...., 19...., by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit: ....

and deposited in the post office at ...., Oregon, on said day.

Dated ...., 19....

Attorney(s) for ....

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

[illegible]

Served 10/6/83 10:50

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

R. A. HATCH CO.,
an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON by and through
the Transportation Commission,

Defendant

No A8310-06153

SUMMONS

To Dave Frohnmayer, Attorney General
Justice Building
Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Levi J. Smith
SIGNATURE OF OREGON RESIDENT ATTORNEY

Levi J. Smith
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

/s/ Levi J. Smith
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

LEVI J. SMITH, P.C.
ATTORNEY FOR PLAINTIFF
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .... }
County of .... } ss.

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......., *at*..............*o'clock* .....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......., *at*..............*o'clock* .....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*..............*o'clock* .....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*..............*o'clock* .....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......., *during normal working hours, at to-wit:* ....*o'clock,* .....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *.. *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *.. *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on*................................, *19*......., *at*..............*o'clock* .....*M.*

DATED.., *19*..........

....
SHERIFF

By..
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED.., *19*........

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

R. A. HATCH CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON by and through the Transportation Commission,

Defendant.

No. A8315-05153

COMPLAINT
(FIRST CLAIM--BREACH OF CONTRACT; SECOND CLAIM--UNJUST ENRICHMENT)

Plaintiff alleges:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

I.

At all times material plaintiff is and has been an Oregon corporation.

II.

On or about October 12, 1982, plaintiff entered into a contract with defendant, acting through the Transportation Commission, wherein plaintiff agreed to perform and complete certain highway construction work consisting of grading, paving and signals on Northwest Front Street between Northwest 14th Avenue and Northwest 26th Avenue in Portland, Multnomah County, Oregon. Pursuant to the terms and conditions of that contract the defendant State of Oregon agreed to pay for the work performed.

III.

Pursuant to the above contract with the State of

Oregon, plaintiff was obligated to perform any work specifically required by the project manager to accomplish the work. In relevant part, the project manager specifically required the plaintiff to accomplish part of the work by a particular method of trench evacuation utilizing sheet piling, use of a particular fill material, and contending with paving with respect to a gas line. The project manager acting on behalf of the defendant agreed to pay for said work, and the contract documents required payment for such work. The cost to plaintiff of performing the trench evacuation, back fill and pipe line work required of it by the project manager was the sum of $13,636.50, which sum was reasonably expended by plaintiff in doing the work required.

IV.

Timely written demand was made by plaintiff for payment of the above sum but the defendant has failed and refused to pay any part of said sum.

V.

Plaintiff has performed all other conditions imposed upon it by the contract.

VI.

Defendant's refusal to pay the above sum constitutes a knowing and material violation of its obligation under the contract.

VII.

Wherefore, as a direct result of defendant's breach of

the contract, plaintiff has been damaged in the amount of $13,636.50.

SECOND CLAIM FOR RELIEF

(Unjust Enrichment)

VIII.

Following the entry of the contract with defendant on October 12, 1982, plaintiff performed certain work as referred to in paragraphs II and III above at the request and instance of defendant, and with the knowledge of defendant.

IX.

The reasonable value of such work, the benefit of which has been received by the defendant, is $13,636.50.

X.

It would be unjust and inequitable for defendant to receive the benefit of plaintiff's work without paying for it, and defendant would be unjustly enriched if it were permitted to receive such work without payment.

WHEREFORE, on its First Claim for Relief, plaintiff prays for a judgment against defendant in the amount of $13,636.50 plus its costs herein.

Alternatively, on its Second Claim for Relief, plaintiff prays for judgment in the amount of the reasonable value of the work provided to defendant, or $13,636.50.

/s/ Levi J. Smith
Levi J. Smith (Bar No. 70135)
Attorney for Plaintiff

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of Complaint ....
.... *is a complete and exact copy of the original.*

Dated ...... October 4 ......, *19*83...

....
Attorney(s) for ...... Plaintiff ......

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted*
on ...., *19*......, *by receiving a true copy thereof.*

....
Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* ....
.... *on* ....
attorney of record for ....
by personally handing to said attorney a true copy thereof.

....
Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* ....
.... *on* ....
.... *attorney of record for* ....,
by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at ...., *Oregon.*

....
Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing ....
.... *on* ....,
....
....
attorney(s) of record for ....
on ...., *19*......, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* ....
....
....
....
and deposited in the post office at ...., *Oregon, on said day.*
Dated ...., *19*......

....
Attorney(s) for ....

LEVI J. SMITH, P.C., Lawyer
200 Market Building, Suite 453
200 S. W. Market Street
Portland, Oregon 97201
(503) 241-8230

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Portland

July 26, 1983

DES 16

Brett I. Kesterson, P.E.
Project Manager
Bureau of Streets and Structural Engineering
1120 S.W. Fifth Avenue, Room 802
Portland, OR 97204-1971

N.W. 14th Avenue-N.W. 26th Avenue (Portland)
City Street (N.W. Front Avenue)
Multnomah County
Contract No. 9550
FAP No. IX-9300(6)

As requested in your July 19 letter, we have reviewed the attached shop drawings for Sign No. 11 on the above-named project. We find the shop drawings to be correct and have stamped them accordingly.

Attached are the approved drawings, returned as requested, for proper distribution by your office.

Donald R. Adams, P.E.
Final Design Engineer

WGB:ja

Attachments

bc W. G. Beard

cy Beard

RECEIVED
JUL 26 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Forstle
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up
Action

CL 83-112

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS

June 21, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9550

Mr. Richard M. Kaplan
Law Offices
1255 Post Street, Suite 700
San Francisco, CA 94109

Dear Mr. Kaplan:

This will acknowledge your letter of June 13, 1983, with attached claim from L. B. Foster Company, against the following Highway Division contract:

FILED BY:	L. B. Foster Company
AMOUNT:	$34,897.22
FOR:	Materials
AGAINST (Prime contractor)	R. A. Hatch Co.
SUBCONTRACTOR:	Hopsing Construction
CONTRACT NO.:	9550
PROJECT:	N.W. 14th Avenue-N.W. 26th Ave. (Portland) Section, N.W. Front Avenue, Multnomah County
SURETY:	Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. As requested, we are returning a copy of the claim with our stamp indicating receipt of the claim.

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

SIGNED
W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

R. 6/29/83

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES
RICHARD M. KAPLAN
PROFESSIONAL CORPORATION
SUITE 700
1255 POST STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 474-2122

June 13, 1983

Commission Services
Attn: Robert Gormsen
Room 121, Transportation Building
Salem, Oregon 97310

Re: Your Contract No. 9550, Northwest Front Avenue, Northwest Fourteenth to Northwest Twenty-Sixth Avenue, Portland, Multnomah County

Dear Sirs:

Enclosed is a claim which I am filing on behalf of L. B. Foster Company which supplied steel materials for use this project. The amount owing for said materials is $34,897.22.

As I understand your procedure, you will now file the enclosed claim with the Secretary of State and will write to the contractor and surety regarding this debt.

I enclose an extra copy of the claim and a self-addressed, stamped envelope. Would you please be so kind as to endorse on the enclosed copy a stamp indicating your receipt of this claim and return it to me together with a copy of your letter to the contractor and surety in the enclosed envelope.

Thank you for your courtesy.

Very truly yours,

Richard M. Kaplan
RICHARD M. KAPLAN

RMK:mp

cc: L. B. Foster Company
Hopsing Construction
R. A. Hatch Company

RECEIVED
JUN 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RICHARD M. KAPLAN
PROFESSIONAL CORPORATION

CLAIM ON PUBLIC PROJECT

L. B. FOSTER COMPANY, a corporation, hereby makes claim for monies owed to it for materials supplied as follows:

Agency: OREGON STATE DEPARTMENT OF TRANSPORTATION

Contract: No. 9550, Northwest Front Avenue, Northwest Fourteenth Avenue to Northwest Twenty-Sixth Avenue, in the City of Portland, Multnomah County, Oregon, including the steel bridge at Northwest Twenty-First Avenue.

Amount Owed: $34,897.22.

Materials Supplied: Steel materials, including rail, offset fishplate compromise bars, bolts, nuts and other steel materials.

Contractor: R. A. Hatch Company, P. O. Box 6179, Bend, Oregon, 97708.

Subcontractor: Hopsing Construction, P. O. Box 12734, Salem, Oregon 97309.

Said materials were supplied at the request of Hopsisng Construction and were used and installed at the public project described above. Payment has not been made and is due and owing.

Dated: June 13, 1983.

L. B. FOSTER COMPANY,
a corporation,

By Richard M. Kaplan
RICHARD M. KAPLAN
PROFESSIONAL CORPORATION
its Attorney and Authorized Agent

RECEIVED
JUN 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9550

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

June 10, 1983

R. A. Hatch Company
Attention: Michael D. Durbin
P.O. Box 6179
Bend, Oregon 97708

Re: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Contract No. 9550

Dear Mike:

I have calculated the amount that R.A. Hatch Company would receive assuming that I made the commitments alleged by Rod Welsh. The amount is $13,636.57. A letter from Hap Taylor, dated May 4, 1983, indicated that it would have cost $13,735.00 to install sheet piling if the alleged commitment had not been made to Mr. Welsh. This means that R.A. Hatch Company was not damaged and in fact used the cheapest method to accomplish the work. Therefore, there is no basis for a claim.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:jw

c: Mike Smith

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: June 3, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: R. A. Hatch Claim
NW 14th - NW 26th
Front Avenue
Contract No. 9550

In Michael Durbin's letter of May 27 he states, "We would have used sheet piling from the start of the problem with the gas line.....". I understood Hatch was well into the problem before Brett supposedly made the commitment. My question remains, "was any of the $53,296 claimed to do the work expended prior to when Hatch claims Brett's commitment was made"?

The other question maybe under the expected costs - is there any allowance for repairing when pipe was already undermined?

ACH/b

Attachments

XC Kesterson

R.A.Hatch Co.
General Contractors

Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

May 27, 1983

Mr. Brett Kesterson
Project Manager
City of Portland
1120 S.W. 5th
Portland, Oregon 97204

Re: Contract #9550
N.W. 14th - N.W. 26th
Front Avenue

Gentlemen:

In response to Allan Harwoods letter of May 19, 1983, the expected costs are the costs R. A. Hatch Company would have incurred had not Brett made commitments to R.A. Hatch Company. In other words, we would have used Sheet piling from the start of the problem with the gas line had not Brett made commitments to cover our costs.

The actual costs listed are our true costs incurred from the time Brett made the commitment to us.

Please issue to us a change order to cover the costs shown in our May 4, 1983 letter.

Sincerely,

R. A. HATCH COMPANY

Michael D. Durbin

MDD/hjh

cc: Bend File
Project File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

May 19, 1983

In Reply Refer To
File No

R. A. Hatch Company
P.O. Box 18160
Portland, OR 97218

Re: Contract No. 9550
NW 14th-NW 26th Ave.
Front Avenue

This is to acknowledge your letter of May 4, 1983, concerning a claim on Contract No. 9550, NW 14th-NW 26th Section of Front Avenue. At a previous meeting with Mr. Hatch, I indicated that to the extent instructions or committments made by project personnel resulted in increased costs to the contractor, if the contractor depended upon those instructions, he could possibly be reimbursed the extra costs incurred. The letter of May 4 compares actual costs with expected costs. I can not tell whether or not the expected costs are the costs that would have been incurred had the committment R. A. Hatch Company claims Brett made not been made, or are the expected costs to have done the work utilizing sheet piling from the very start. The same is true of the actual costs, are they costs incurred from the time Brett supposedly made the committment, or do they include costs that were incurred prior to that time.

The question that I was asking was "What did relying on Brett's alleged committment as opposed to a rejection of any participation at that time cost the Hatch Company?"

Any additional information or correspondence should be routed through Kesterson if you like, with a copy to me. I think this would speed up responses, particularly since I did not get a copy of the May 4 letter until Kesterson forwarded it on to me.

Allan C. Harwood
Region Operations Engineer

cc Brett Kesterson

734-1850

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

May 4, 1983

Allen Harwood
Metro Operations Engr
9002 SEMcLoughlin Blvd
Milwaukie, OR

Subject: OSHD Contract 9550
NW 14th - NW 26th
Our Claim #1 Revision

Dear Mr. Harwood:

Following is a revised billing of Claim #1 based on Expected Cost to do work as compared to Actual Cost incurred as a result of directions and assurances given by the project manager.

Factored out of this analysis are expected and actual costs common to both procedures. Therefore, no costs for the pipe itself; for the Asphaltic Concrete purchased for Pipe Under Paving - (original expected width); and miscellaneous traffic control items.

Summation of Claim is as follows:

Expected Cost		Actual Costs	
Sheet Piling Rental	$ 5,960	Labor & Equipment	$ 48,726
Labor/Equip to Drive Sheets	7,775		
Labor/Equip to Dig & Lay	20,668	Extra Added A.C. purchased	4,570
Labor/Equip to Exc. Sand	700		
Labor/Equip for Pipe under Paving	7,106		
Total Expedted Costs	$ 42,209	Total Incurred Directed Costs	$ 53,296

The Difference is our Claimed Amt $11,087

Attached please find work sheets on Expected Costs, and Copies of Daily Crew cards as backup for Actual Costs.

Upon review, please issue to us a change order covering the cost of our added work.

Sincerely,

R. A. HATCH CO.

Hap Taylor
Project Superintendent

HT/tj

cc: Brett Kesterson, City of Portland
Project File
Bend File

Attach.

Expected Cost Workup - Station 60+17 - 67+20

Assume - Sheet piling on Gas Line Side

Rental of Sheet Piling

200 Trench feet ÷ 1.5 ft/sheet = 133 sheets x 20 L.F/sheet = 2660 L.F

2660 L.F x 32 lb./L.f = 85,120 lbs

85,120 lbs x $\#0^{07}$/lb/month x 1 month = #5958

min. Rental period

LABOR & EQUIP TO DRIVE SHEETS

1 Track Hoe / Hammer	$\#65^{00}$/HR
1 Operator	26^{00}/HR
3 Laborer	69^{00}/HR
1 Pickup	6^{00}/HR

#166/HR ÷ 15 L.F/HR = $\#11^{06}$/L.F. x 703 L.F = # 7775

8 ± sheets/HR

LABOR & EQUIP TO DIG & LAY

Track Hoe	95^{00}
Loader (966)	65^{00}
2 Dump Trucks	20^{00}
RT Hoe/Compactor	28^{00}
Foreman/Pickup	33^{00}
2 Teamsters	50^{00}
3 Operators	81^{00}
3 laborers	69^{00}

$\#441^{00}$/HR ÷ 15 ft/HR = 29^{40}/l.f x 703 l.f #20668

LABOR & EQUIP TO DIG SAND

Loader	65
OP	27

#82/HR ÷ 100 cy/HR = 0^{82}/cy x ≈ 850 cy = $\$700^{00}$

NATIONAL 42 381 50 SHEETS 5 SQUARE
42 382 100 SHEETS 5 SQUARE
42 389 200 SHEETS 5 SQUARE

Labor/Equip for Pipe Under Paving

703 L.f × 12 ft ÷ 9 s.f/sy = 935 sy

Blade	55^{00}
Roller	35^{00}
2 Op	54^{00}
2 laborer	46^{00}

$190/HR ÷ 25 sy/HR = 7^{60} sy × 935 sy = $7,106^{00}

NATIONAL 42 381 50 SHEETS 5 SQUARE
42 382 100 SHEETS 5 SQUARE
42 389 200 SHEETS 5 SQUARE

MASCO

ACD INTERNATIONAL

MASONS SUPPLY COMPANY

Construction and Industrial Materials

(503) 234-4321

OREGON WATS LINE 1-800-452-8659
OUT OF STATE WATS LINE 1-800-547-8851

Date	Bid Item#	Labor $	Equip $	
11/9	15	370.44	478.88	
	17	164.64	112.64	
	30	49392	44.88	
	34	164.64	247.76	2137.80
11/10	15	421.89	570.08	
	17	330.73	628.05	
	18	0	0	
	30	658.56	89.76	
	34	164.64	247.76	3161.47
11/11	15	699.72	1370.25	
	17	329.28	585.80	
	18	0	0	
	30	617.40	89.76	
	34	0	0	3692.21
11/12	15	509.21	1143.72	
	17	483.63	1340.68	
	18	0	0	
	32	648.21	89.76	
	34	0	0	4209.77
11/15	15	778.68	1866.66	
	17	540.75	699.88	
	18	0	0	
	31	378.53	116.56	
	32	692.16	89.76	
	34	129.78	185.82	5478.53
11/16	15	1005.80	2176.77	
	17	529.94	1051.76	
	18	0	0	
	31	519.12	0	
	32	519.12	26.49	
	34	216.30	139.37	6184.67
11/17	15	670.53	1533.68	
	17	497.49	1689.60	
	18	0	0	
	31	151.41	0	
	32	540.75	44.88	
	34	173.04	309.70	5611.03

MASCO

ACD INTERNATIONAL

MASONS SUPPLY COMPANY

Construction and Industrial Materials

(503) 234-4321

OREGON WATS LINE 1-800-452-8659
OUT OF STATE WATS LINE 1-800-547-8851

Date		Labor	Equip	Total
11/18	15	746.24	285.20	
	17	389,34	1835.61	
	18	0	0	
	31	0	0	
	32	140,60	0	
	34	0	0	3396.99
11/19	15	908.46	1497.55	
	17	648.90	918.19	
	18	86.52	123.88	
	31	86.52	11.22	
	32	324.45	39.27	
	34	0	0	4644.96
11/20	15	865.20	1030.50	
	17	627.27	1005.72	
	18	43.86	61.94	
	31	194.67	39.27	
	32	281.19	0	
	34	75.71	108.40	4332.63
11/21	15	862.40	1506.30	
	17	1088.78	2069.81	
	18	43.12	61.94	
	31	75.46	8.42	
	32	107.80	0	
	34	21.56	30.97	5876.56
				# 48,726.72

Since 1922 Construction and Industrial Materials We Deliver
2637 S.E. 12th AVENUE, PORTLAND, OREGON 97202

DAILY CREW CARD

JOB 9550 DATE 11-[illegible]-82

FOREMAN Rod Welsh

Front St.

EMPLOYEE	CRFT	ST	OT	Mob. 1	Trench Ex. 15	Granular Back-Fill 17	15" Sewer Pipe 30	Pipe under Pavement 34					
1 Hap Taylor ✓ Lab-1	For	8					8						
2 ✓ Dick Hibbert ✓ Lab	3	8					8						
3 ✓ M.E Parker ✓ Lab	3	8					8						
4 ✓ Don Wymore ✓ Lab	1	6		6									
5 ✓ " " ✓ OE	7	2		2									
6 ✓ Lowell Bordine ✓ Lab	1	8		8									
7 ✓ Robert Stewart ✓ OE	13	4			4								
8 ✓ " " ✓ Lab	1	4			4								
9 ✓ Brad Davis ✓ OE	7	8						8					
10 ✓ Pete Uffelman ✓ OE	9	8				8							
11 ✓ Barry Durfee ✓ T	6	2			2								
12 " " ✓ Lab	1	6		6									
13 ✓ Jim Richter ✓	OFF SITE mob	8	½	8½									
14. ✓ Harley Elkin T	3	8			8								
Rod Welsh ✓	Supt	8		8									
TOTAL LABOR				38.5	18.0	8.0	24.0	8.0					
		96	.5	792.33 ✓	370.44 ✓	164.64 ✓	493.92 ✓	164.64 ✓					

EQUIPMENT	NO.	RATE										
2. 3/4 Ton Ford ✓	2 102	5.61				44.88 8						
5. J.D Back-Hoe ✓	54 506	30.97	123.88 4									
6. Ford 1 Ton ✓	4 108	6.64	26.56 4									
7. Insely Hoe ✓	56 306	89.68		358.72 4								
9. J.D Hoe w/ Hyd. Hammer ✓	54 507	30.97					247.76 8					
10. J.D 450 ✓	50 208	21.58			172.64 8							
11. K-W Dump TR ✓	[redacted]	30.04		120.16 [redacted]								
13. K-W Low-Boy ✓	2-3 4	29.14	247.69 8½									
14. Elkin Truck ✓	80	—		8								
Comstock Truck ✓	1-2	—			7							
✓	2-105	5.61	44.88 8									
✓			127.93									

4 ✓ Don Wymore ✓ Lab	1	6		6				
5 ✓ " " ✓ OE	7	2		2				
6 ✓ Lowell Bordini ✓ Lab	1	8		8				
7 ✓ Robert Stewart ✓ OE	13	4			4			
8 ✓ " " ✓ Lab	1	4			4			
9 ✓ Brad Davis ✓ OE	7	8						8
10 ✓ Pete Uffelman ✓ OE	9	8				8		
11 ✓ Barry Durfee ✓ T	6	2			2			
12 " " ✓ Lab	1	6		6				
13 ✓ Jim Richter ✓ OFF SITE mod	8	½	8½					
14 ✓ Harley Elkin ✓ T	3	8			8			
✓								
Rod Welsh ✓	Supt	8		8				
TOTAL LABOR				38.5	18.0	8.0	24.0	8.0
		96	.5	792.33	370.44	164.64	493.92	164.64
				✓	✓	✓	✓	✓

EQUIPMENT	NO.	RATE					
2. 3/4 TON Ford ✓	2 102	5.61				44.88 8	
5. J-D Back-Hoe ✓	54 506	30.97	123.88 ~~2~~4				
6. Ford 1 TON ✓	4 108	6.64	26.56 4				
7. Insely Hoe ✓	56 306	89.68		358.72 4			
9. J.D Hoe w/ Hyd Hammer ✓	54 507	30.97					247.76 8
10. J.D 450 ✓	50 208	21.58			172.64 8		
11. K-W Dump TR ✓	[redacted]	30.04		120.16 [redacted]			
13 K-W Loco-Boy ✓	2003 42001	29.14	247.69 8½				
14. Elkin Truck ✓	80	—		8			
Comstock TRUCK ✓	P-2	—			7		
✓	2-105	5.61	44.88 8				
✓	42001	15.05	127.93 8½				
TOTAL RENTED HAUL $							
TOTAL COMPANY HAUL $							
TOTAL RENTED EQUIP. $				✓ 120.16			
TOTAL COMPANY EQUIP. $			570.94	358.72	172.64	44.88	247.76
1515.10			✓	✓	✓	✓	✓

DAILY CREW CARD
JOB 9550 DATE 11 [illegible]-82
FOREMAN Rod Welsh
Front St.

EMPLOYEE	CRFT	ST	OT	Mob 1	Trench Ex 15	Granular Back-fill 17	15" pipe 30	Pipe under Pavement 34	Stabilize Foundation 18				
Jim Richter ✓ ~~T~~	OFF SITE mob	8	½	8½									
Harley Elkin ✓ T	3	8			4	4							
Don Wymore ✓ Lab	1	8		8									
Barrie Durkee ✓ T	6	8			8								
Dick Hibbert ✓ Lab	3	8					8						
Brad Davis ✓ OE	7	8						8					
Ed Parker ✓ Lab	1	8					8						
Pete Uttelman ✓ Lab	1	8					8						
Matt Burroughs ALSO 9363 OE ✓	7	8	½			8½							
R. Stewart ✓ OE	13	8	½		8½								
Hap Taylor ✓ Lab (For)	1	8					8						
Lowell Burdine OE	13	2		2									
" " ✓ Lab	1	6				6							
Rod Welsh ✓	Supt	8		8									
TOTAL LABOR		✓ 104	✓ 1.5	26.5 545.37 ✓	20.5 421.89 ✓	18.5 380.73 ✓	32.0 658.56 ✓	8.0 164.64 ✓					

EQUIPMENT	NO.	RATE										
K-W Low-Boy ✓	20-003 ~~[illegible]~~	29.14	247.69 8½									
Harley's Truck ✓	80	—		4	4							
950 Loader ✓	52 503	91.20			364.80 ~~7~~ 4							
K-W Dump Tr. ✓	[redacted]	30.04		240.32 [redacted]								
3/4 Ton Ford ✓	2 102	5.61				44.88 8						
J.D Hoe w/Hyd Hammer ✓	54 507	30.97					247.76 8					
J.D Hoe ✓	54 506	30.97			263.25 8½							
Insely Hoe ✓	56 306	89.68		538.08 6								
Ford 3/4 TON ✓	2 115	5.61				44.88 8						
245 Hoe ✓	56 307	150.16	600.64 ~~2~~ 4									
Ford 1 TON ✓	4 108	6.64	26.56 4									

Barrie Durtee ✓ Tr	6	8			8							
Dick Hibbert ✓ Lab	3	8					8					
Brad Davis ✓ OE	7	8						8				
Ed Parker ✓ Lab	1	8					8					
Pete Uttelman ✓ Lab	1	8					8					
Matt Burroughs Also [illegible] OE ✓	7	8	½			8½						
R. Stewart ✓ OE	13	8	½		8½							
Hap Taylor ✓ Lab (For)	1	8					8					
Lowell Burdine OE	13	2		2								
" " Lab	1	6				6						
Rod Welsh ✓	Supt	8		8								
TOTAL LABOR		✓	✓	26.5	20.5	18.5	32.0	8.0				
		104	1.5	545.37 ✓	421.89 ✓	380.73 ✓	658.56 ✓	164.64 ✓				

EQUIPMENT	NO.	RATE									
K-W Low-Boy ✓	20-003 ~~20-001~~	29.14	247.69 8½								
Harley's Truck ✓	80	—		4	4						
950 Loader ✓	52 503	91.20			364.80 ~~2~~ 4						
K-W Dump Tr. ✓	[redacted]	30.04		240.32 [redacted]							
3/4 Ton Ford ✓	2 102	5.61				44.88 8					
J-D Hoe w/Hyd Hammer ✓	54 507	30.97					247.76 8				
J-D Hoe ✓	54 506	30.97			263.25 8½						
Insley Hoe ✓	56 306	89.68		538.08 6							
Ford 3/4 Ton ✓	2 115	5.61				44.88 8					
245 Hoe ✓	56 307	150.16	600.64 ~~2~~ 4								
Ford 1 Ton ✓	4 108	6.64	26.56 4								
Chev 3/4 Ton ✓	2 104	5.61	44.88 8								
J-D 450 ✓	50 208	21.58	86.32 ~~3~~ 4								
TOTAL RENTED HAUL $ ✓	40-001	15.05	127.93 8½								
TOTAL COMPANY HAUL $											
TOTAL RENTED EQUIP. $				✓ 240.32							
TOTAL COMPANY EQUIP. $			1134.02	538.08	628.05	89.76	247.76				

2827.99

DAILY CREW CARD

JOB 9550 DATE 11-1-82

FOREMAN Rod Welsh

Front St.

EMPLOYEE	CRFT	ST	OT	Flag ⑩	Trench Ex.	Granular Back-fill	Foundation Stabilization	15" Pipe	Pipe under Pavement	mob	Service ㉔		
				8	15	17	18	30	34	1			
Maria Kindle A1509441 ✓	Flag	8	2	10									
Hap Taylor ✓ Lab	Foe	8						8					
Pete Uttelman ✓ Lab	1	6						6					
" OE	7	2				2							
Robert Steward ✓ OE	7	1			1								
" " ✓ OE	13	7			7								
Matt Burroughs ✓ OE	7	6			6								
" " ✓ OE	9	1½			1½								
Dick Hibbert ✓ Lab	3	8						8					
M. E. Parker ✓ Lab	1	8						8					
Brad Davis ✓ OE	7	7			7								
Don Wymore ✓ Lab	1	6								6			
" OE	9	2				2							
Lowell Berdine ✓ OE	9	4				4							
" " ✓ OE	13	2				2							
" " ✓ T	1	2				2							
Harley Elkin ✓ T	3	8			4	4							
TOTAL LABOR				10.0	34.0	16.0		30.0		26.5	24.0		
				—	699.72	329.28		617.40		545.37	—		
					✓	✓		✓		✓			

EQUIPMENT	NO.	RATE										
Ford 3/4 TON ✓	2 115	5.61					44.88 8					
54-507 J.D Hoe ✓	54 507	30.97			61.94 2							
J.D Hoe ✓	54 507	30.97		30.97 1								
Insky Hoe ✓	56 306	89.68		627.76 7								
J-D Hoe ✓	54 506	30.97		185.82 6								
950 Loader ✓	52 502	55.74		83.61 1½								
Ford 3/4 TON ✓	2 102	5.61					44.88 8					
J-D Hoe w/ Hyd. hammer ✓	54 507	30.97		216.79 7								
950 Loader ✓	52 502	55.74			167.22 3							
J-D 450 ✓	50 208	21.58			86.32 4							
225 Hoe ✓	56 303	60.94			243.76 ~~2~~ 4							
Ford [illegible] TON ✓	4				26.56							

" " ✓ OE	7	2				2							
Robert Steward ✓ OE	7	1			1								
" " ✓ OE	13	7			7								
Matt Burroughs ✓ OE	7	6			6								
" " ✓ OE	9	1½			1½								
Dick Hibbert ✓ Lab	3	8						8					
M. E. Parker ✓ Lab	1	8						8					
Brad Davis ✓ OE	7	7			7								
Don Wymore ✓ Lab	1	6								6			
" ✓ OE	9	2				2							
Lowell Berdine ✓ OE	9	4				4							
" " ✓ OE	13	2				2							
" " ✓ F	1	2				2							
Harley Elkin ✓ T.	3	8			~~4~~	4							
TOTAL LABOR				10.0	34.0	16.0		30.0		26.5	24.0		
				—	699.72	329.28		617.40		545.37	—		
					✓	✓		✓		✓			

EQUIPMENT	NO.	RATE										
Ford 3/4 Ton ✓	2 115	5.61					44.88 8					
54-507 J.D Hoe ✓	54 507	30.97			61.94 2							
J.D Hoe ✓	54 507	30.97		30.97 1								
Insky Hoe ✓	56 306	89.68		627.76 7								
J.D Hoe ✓	54 506	30.97		185.82 6								
950 Loader ✓	52 502	55.74		83.61 1½								
Ford 3/4 Ton ✓	2 102	5.61					44.88 8					
J.D Hoe w/ Hydra hammer ✓	54 507	30.97		216.79 7								
950 Loader ✓	52 502	55.74			167.22 3							
J.D 450 ✓	50 208	21.58			86.32 4							
225 Hoe ✓	56 303	60.94			243.76 ~~2~~ 4							
Ford 1 Ton ✓	4 108	6.64			26.56 ~~2~~ 4							
Harley's Truck ✓	80	—		4	4							
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $				/								
TOTAL RENTED EQUIP. $				225.30								
TOTAL COMPANY EQUIP. $				1144.95	585.80		89.76		597.26			

2143.07

DAILY CREW CARD

JOB 9550 DATE 11 4-82

FOREMAN Rod Welch

FRONT St

EMPLOYEE	CRFT	ST	OT	TRench EX 15	Mob 1	GRANular BACKfill 17	SeRvice 0
✓ BARRIE Dugfre ✓ T	6	7½		7½			
✓ Rod Welch ✓	Supt	8			8		
✓ Rick WAde ✓ OE	14	8					8
✓ Jim Rickter ✓ ~~OE SITE MOB~~	4	8	4½		12½		
11-9-82 ✓							
✓ Rick WAde ✓ OE	14	8					8
11-10-82 ✓							
✓ Rick WAde ✓ OE	14	8					8
TOTAL LABOR		134	65	✓	✓		✓

EQUIPMENT	NO.	RATE				
K-W Dump TRuck ✓	[redacted]	30.04	225.30 [redacted]			
Chev ¾ TON ✓	2 104	5.61		44.88 8		
Comstock Truck ✓	P-2	—		2	10	
Lube Truck	8 135	—				28
K-W Low-Boy ✓	20-003 ~~[illegible]~~	29.14		364.25 12½		
✓	42-001	15.05		188.13 12½		

Jim Rickter ✓ [illegible]	[illegible]	8	4½		12½								
11-9-82													
✓ Rick Wade ✓ OE	14	8					8						
11-10-82													
✓ Rick Wade ✓ OE	14	8					8						
TOTAL LABOR		134	65	✓	✓		✓						

EQUIPMENT	NO.	RATE										
K-W Dump Truck ✓	[redacted]	30.04	225.30 [redacted]									
Chev ¾ TON ✓	2 104	5.61		44.88 8								
Comstock Truck ✓	P-2	—		2	10							
Lube Truck	8 135	—				28						
K-W Low-Boy ✓	20-003 ~~[illegible]~~	29.14		364.25 12½								
✓	42-001	15.05		188.13 12½								
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $			✓	✓								

DAILY CREW CARD

OB 9550 DATE 11-12-82

FOREMAN Rod Welsh

Front Street

MPLOYEE	CRFT	ST	OT	Flag	(17) Trench Ex	Granular Back-fill	Foundation Stabilization	21" pipe	Pipe under Paving	mob	(32) Service	w/e Flag	w/c Fabric-tions
				8	15	17	18	32	34	1	0	8	1
kla Kindle N	Flag	8	½	8½									
osie CANTU AHSC 9981	Flag	8	½	8½									
ap Taylor ✓ Lab (Fore)		8						8					
ead Davis ✓ OE	13	2½				2½							
" ✓ OE	3	2½			2½								
" ✓ OE	7	3			3								
ick Hibbert ✓ Lab	3	8						8					
ete Uffelman ✓ Lab	1	2				2							
" " ✓ OE	7	6				6							
d Parker ✓ Lab	1	8						8					
arley Elkin ✓ T	3	8			4	4							
im Rickter ✓ ~~OE SITE~~	mob	8	1							9			
bert Stewart ✓ OE	13	8			8								
Matt Burroughs ✓ Lab	1	7½						7½					
od Welsh ✓	Supt	8								8			
well Beedive ✓ OE	13	5				5							
" ✓ Lab	1	3	1			4							
TOTAL LABOR				17.0	24.5	23.5		31.5		17.5	32.0		
				—	504.21 ✓	483.63 ✓		648.27 ✓		360.15 ✓	—	171.00 ✓	.54 ✓

EQUIPMENT	NO.	RATE	Flag	Trench Ex	Granular Back-fill	Foundation Stabilization	21" pipe	Pipe under Paving	mob	Service	w/e Flag	w/c Fabric-tions
Ford 3/4 TON ✓	2 115	5.61					44.88 8					
245 Hoe ✓	56 307	150.16			600.64 4 ~~3½~~							
SAW ✓	72 001	26.49		105.96 ~~4½~~								
J-D Hoe w/Hyda Ham ✓	54 505	27.51		110.04 ~~42½~~								
3/4 TON FORD ✓	2 102	5.61					44.88 8					
J-D Hoe ✓	54 507	30.97			185.82 6							
Harky's TRUCK ✓	80	—		4	4							
950 LOADER ✓	52 502	55.74			222.96 4				55.74 1			
K-W Low-Boy ✓	20003 ~~42001~~	29.14							262.26 9			
lk Hoe ✓	56 306	89.68		717.44 8								
ruck ✓	P-2	—			8½							
✓	56 303	60.94			304.70 5							

" ✓ OE	3	2½			2½								
" ✓ OE	7	3			3								
ck Hibbert ✓ Lab	3	8						8					
ete Uffelman ✓ Lab	1	2				2							
" " ✓ OE	7	6				6							
d Parker ✓ Lab	1	8						8					
arley Elkin ✓	3	8			.4	4							
im Rickter ✓	Mos	8	1							9			
bert Stewart ✓ OE	13	8			8								
att Burroughs ✓ Lab	1	7½						7½					
ed Welsh ✓	Supt	8								8			
well Beedine ✓ OE	13	5				5							
" ✓ Lab	1	3	1			4							
TOTAL LABOR				17.0	24.5	23.5		31.5		17.5	32.0		
				—	504.21	483.63		648.27		360.15	—	171.00	(.54)
					✓	✓		✓		✓		✓	✓

EQUIPMENT	NO.	RATE										
Ford 3/4 Ton ✓	2 115	5.61					44.88 8					
245 Hoe ✓	56 307	150.16			600.64 4 ~~2½~~							
Saw ✓	72 001	26.49		105.96 4 ~~2½~~								
J-D Hoe w/Hyda Hammer ✓	54 505	27.51		110.04 4 ~~2½~~								
3/4 Ton Ford ✓	2 102	5.61					44.88 8					
J.D Hoe ✓	54 507	30.97			185.82 6							
Yarky's Truck ✓	80	—		4	4							
950 Loader ✓	52 502	55.74			222.96 4				55.74 1			
K-W Low-Boy ✓	20003 ~~42001~~	29.14							262.26 9			
Insely Hoe ✓	56 306	89.68		717.44 8								
Comstock Truck ✓	P-2	—			8½							
225 Hoe ✓	56 303	60.94			304.70 5							
Ford 1 Ton ✓	4 108	6.64			26.56 4							
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $				✓								
TOTAL RENTED EQUIP. $				210.28								
TOTAL COMPANY EQUIP. $				933.44	1340.68		89.76		498.33			
3027.61 + 44.88				✓	✓		✓		✓			

DAILY CREW CARD

JOB 9550 DATE 11-1[illegible]-82

FOREMAN Rod Welsh

Front Street

EMPLOYEE	CRFT	ST	OT	Trench Ex	mob	Service	Service CTB
				15	1	0	0
Barrie Durtee ✓ T	6	7½		7	½		
Rick Wade ✓ OE	14	8				8	
11-8							
Jerry Hunt Also 9489 ✓	4-M L-4	8					8
11-11							
Jerry Hunt ✓	4-M L-4	8					8
11-12							
Jerry Hunt ✓	4-M L-4	8					8
TOTAL LABOR		✓ 14½	✓ 3	✓	✓	✓	✓

EQUIPMENT	NO.	RATE				
K-W Dump Truck	[redacted]	30.04	210.28 [redacted]			
Lube Truck	8 135	—			8	
CTB						24
	2419	—				24
	42-001	15.05		135.45 9		
	2-105			44.88 8		

11-8													
Jerry Hunt Also 9489 ✓	4-M L-4	8					8						
11-11													
Jerry Hunt ✓	4-M L-4	8					8						
11-12													
Jerry Hunt ✓	4-M L-4	8					8						
		✓	✓										
TOTAL LABOR		145	3	✓	✓	✓	✓						

EQUIPMENT	NO.	RATE										
K-W Dump Truck	[redacted]	30.04	210.28 [redacted]									
Lube Truck ✓	8 135	—			8							
CTB						24						
	2-19	—				24						
	42-001	15.05		135.45 9								
	2-105			44.88 8								
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $			✓	✓								

DAILY CREW CARD

JOB 9550 DATE 11-1 -82

FOREMAN Rod Welsh

Front Street

Service ⑨ ⑰

EMPLOYEE	CRFT	ST	OT	Flag	Trench Ex	Foundation Stabilization	Crosswalk Back-fill	21" pipe	18" pipe	Pipe Pavement under	21x6 Tee	8" plug	
				8	15	18	17	32	31	34	48	40	
✓ Rosie Canter ✓	Flag	8	½	8½									
✓ Marla Kindle ✓	Flag	8	½	8½									
✓ Hap Taylor ✓ Lab	For	8						8					
✓ Pete Uttelman ✓ Lab	1	8							8				
✓ Matt Burroughs ✓ Lab	1	8						8					
✓ Dick Hibbert ✓ Lab	3	8						8					
✓ Jack Billings ✓ Lab	1	8							8				
✓ M. E. Parker ✓ Lab	1	8						8					
✓ Jeff Boulet ✓ OE	13	8			8								
~~Bob~~ Bob Farris ✓ T	6	1½			1½								
✓ Brad Davis ✓ OE	7	8					2			6			
✓ R. Steward ✓ OE	13	8			8								
✓ Don Shcumacher ✓ OE	7	8					8						
✓ Jerry Harrison ✓ T	6	8			6½				1½				
✓ Barrie Dexter ✓ T	6	8			8								
✓ Harley Elkin ✓ T	3	8					8						
~~Ed Carson LAB~~	~~2~~	8			~~4~~	page 2							
TOTAL LABOR				17.0	36.0		25.0	32.0	17.5	6.0			
				—	778.68		540.75	692.16	378.53	129.78			
					✓		✓	✓	✓	✓			

EQUIPMENT	NO.	RATE										
3/4 Ton Ford ✓	2 115	5.61					44.88 8					
3/4 Ton Ford ✓	2 102	5.61					44.88 8					
225 Hoe ✓	56 303	60.94		487.52 8								
K-W Dump Truck ✓	10 134	30.04		120.16 4~~½~~								
J.D Hoe w/ Hydra Hammer ✓	54 507	30.97				61.94 2			185.82 6			
Insely Hoe ✓	56 306	89.68		717.44 8								
J.D Hoe ✓	54 506	30.97				247.76 8						
K-W Dump ✓	[redacted]	30.04		195.26 [redacted]								
K-W w/ Flat Bed ✓	20-006	29.14		~~6½~~				116.56 4~~½~~				
K-W Dump TR ✓	[redacted]	30.04		240.32 [redacted]								
Harley's Truck	80					8						

✓Pete Littelman	✓Lab	1	8						8					
✓Matt Burroughs	✓Lab	1	8						8					
✓Dick Hibbert	✓Lab	3	8							8				
✓Jack Billings	✓Lab	1	8						8					
✓M. E. Parker	✓Lab	1	8											
✓Jeff Bowlet	✓OE	13	8			8								
Bob Farris	✓T	6	1½			1½								
✓Brad Davis	✓OE	7	8					2			6			
✓R. Steward	✓OE	13	8			8								
✓Don Shcumacher	✓OE	7	8					8						
✓Jerry Harrison	✓T	6	8			6½				1½				
✓Barrie Dartoe	✓T	6	8			8								
✓Harley Elkin	✓T	3	8					8						
~~Ed CARSON~~	~~LAB~~	~~2~~	8			~~4~~	page 2							
TOTAL LABOR					17.0 —	36.0 778.68		25.0 540.75	32.0 692.16	17.5 378.53	6.0 129.78			

EQUIPMENT	NO.	RATE										
3/4 Ton Ford ✓	2 115	5.61					44.88 8					
3/4 Ton Ford ✓	2 102	5.61					44.88 8					
225 Hoe ✓	56 303	60.94		487.52 8								
K-W Dump Truck	✓10 134	30.04		120.16 4~~½~~								
J.D Hoe w/ Hydra Hamm	✓64 507	30.97				61.94 2			185.82 6			
Insely Hoe ✓	56 306	89.68		717.44 8								
J.D Hoe ✓	54 506	30.97				247.76 8						
K-W Dump ✓	[redacted]	30.04		195.26 [redacted] ~~[illegible]~~								
K-W w/ Flat Bed ✓	70- 006	29.14						116.56 4~~½~~				
K-W Dump TR ✓	[redacted]	30.04		240.32 [redacted]								
Harley's Truck	80					8						
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $				435.58								
TOTAL COMPANY EQUIP. $				1431.08		699.88	89.76	116.56	185.82			

3438

DAILY CREW CARD

JOB 9550 DATE Nov 1 82

FOREMAN Rod Welsh

Front Street

EMPLOYEE	CRFT	ST	OT	6in Ex	3/4-0 Bedding Malt	mob	Trench Ex.	Sunset Job Rd	SERVICE				
				12	47	~~2~~	17			#15			
John Fifer ✓ OE	7	8		6	2								
Rod Welsh ✓		8				8							
Lowell Bordine ✓ ~~OE~~ Lab-1	9	7½				½	7						
Ed Carson ✓	LAB 2	8		4						4			
Rick Wade ✓	OE-1	8	1						9				
Terry Hunt ✓	4-m L-4	8				8							
~~John Fifer~~	~~OE-7~~	~~8~~		~~6~~	~~2~~								
~~Sunset Job PA-11 9374~~													
~~Lowell Bordine~~	~~Lab 2~~	~~½~~	~~1~~					~~2~~					
TOTAL LABOR		✓	✓	10.0	2.0	16.5			9.0				
		N9	2	216.30	43.26	356.90	✓		—	✓			
				✓	✓	✓							

EQUIPMENT	NO.	RATE										
T.D Hoe w/ Hyd Hammer RHH-1 ✓	54 509	30.97	185.82 6	61.94 2								
Chev 3/4 TON ✓	2 104	5.61			44.88 8							
950 Loader ✓	52 502	55.74				390.18 7						
Ford 1 TON ✓	4 108	6.64			26.56 4		2					
SERVICE TK	8 135											
✓	78-001	26.49	105.96 4						105.96 4			
Hydra Hammer	RHM	—	6	2								
Jerry Hunt ✓	2-119	5.61			44.88 8							

Cant Match With Above

Ed Carson ✓	[illegible]	[illegible]		9					9				
Rick Wade ✓	OE-1	8	1										
Terry Hunt ✓	4-M L-4	8				8							
~~[illegible]~~	~~OE-7~~	~~8~~		~~6~~	~~2~~								
~~Sunset Job PA-11~~	~~9374~~												
~~Lowell Berdine~~	~~LA2 2~~	~~½~~	~~1~~					~~2~~					
TOTAL LABOR		✓	✓	10.0	2.0	16.5			9.0				
		109	2	216.30 ✓	43.26 ✓	356.90 ✓	✓		—	✓			

EQUIPMENT	NO.	RATE											
T.D Hoe w/ Hyd Hammer RHH-1 ✓	54 509	30.97	185.82 6	61.94 2									
Chev 3/4 TON ✓	2 104	5.61			44.88 8								
950 Loader ✓	52 502	55.74				390.18 7	2						
Ford 1 TON ✓	4 108	6.64			26.56 4								
SERVICE TK	8 135												
✓	[illegible]-001	26.49	105.96 4						105.96 4				
Hydra Hammer	RHM	—	6	2									
Jerry Hunt ✓	2-119	5.61			44.88 8								
TOTAL RENTED HAUL $													
TOTAL COMPANY HAUL $													
TOTAL RENTED EQUIP. $													
TOTAL COMPANY EQUIP. $			291.78	61.94	116.32	✓			✓				

Can't Match With Above

DAILY CREW CARD

JOB 9550 DATE 16 [illegible] 82

FOREMAN Rod WELCH

Service ⑩

EMPLOYEE	CRFT	ST	OT	TRENCH EX #15	#2 TRAFFIC CONTROL	TRENCH BACKFILL #17	FLAG ⑱	UNDER PIPE PAVEMENT	TEMP BARRICADES	GEN EX	21" PIPE	18" PIPE
				#15	#2	#17	#8	#34	#5	#12	#32	#31
Bob FARRIS ✓	T-6	7½		7½								
HARLEY ELKINS ✓	T-3	7		2		5						
" " ✓	LAB #1	½			½							
MARLA KINDLE ✓	FLAG	8	1				9					
ROSIE CANTU ✓	FLAG	8	1				9					
BRAD DAVIS ✓	OE 7	8				2		4½	1½			
Ed CARSON ✓	LAB 2	8		7						1		
BARRIE DURFEE ✓	T-6	7		7								
o/c pg. 2 ✓	LAB 1	1[illegible]	½									
JERRY HARRISON ✓	T 6	7½		7½								
JOHN FIFER ✓	OE 7	7½				2		5½				
JEFF BOULET ✓	OE 13	8		8								
ROBERT D. STEWART ✓	OE 13	7½		7½								
M.E PARKER ✓	LAB 1	8									8	
DON SCHUMACHER ✓	OE 7	7½				7½						
JACK Billings ✓	LAB 1	8										8
HAP TAYLOR ✓	LAB/FORM	8										8
TOTAL LABOR				46.5	.5	24.5	18.0	10.0	1.5	1.0	24.0	24.0
				1005.80	10.82	529.94	—	216.30	32.45	21.63	519.12	519.12
				✓	✓	✓		✓	✓	✓	✓	✓

EQUIPMENT	NO.	RATE									
10-134 16 yd KW Dump ✓	10 134	30.04	225.30 7½								
H. ELKINS #80	#80	—	2		5						
54-507 w/ Hyd Hammer 510 HOE ✓	54 507	30.97				139.37 4½					
54-507 510 HOE ✓	54 507	30.97			61.94 2			46.46 1½			
CONCRETE SAW ✓	72 001	26.49	185.43 7						26.49 1		
KW. Dump 16 yd ✓	[redacted]	30.04	210.28 [redacted]								
KW Dump 16 yd ✓	[redacted]	30.04	225.30 [redacted]								
510 HOE w/ HAMMER ✓	54 509	30.97	170.34 5½								
510 HOE ✓	54 509	30.97			61.94 2						
225 Hyd Ex ✓	56 305	60.94	487.52 8								
1500 INSLEY ✓	56 306	89.68	672.60 7½								

[illegible] ✓	FLAG	[illegible]	[illegible]										
ROSIE CANTU ✓	FLAG	8	1				9						
BRAD DAVIS ✓	OE 7	8				2		4½	1½				
Ed CARSON ✓	LAB 2	8		7						1			
BARRIE DURFEE ✓	T-6	7		7									
o'lc pg. 2 ✓	LAB 1	1[illegible]	½										
JERRY HARRISON ✓	T 6	7½		7½									
JOHN FIFER ✓	OE 7	7½				2		5½					
JEFF BOULET ✓	OE 13	8		8									
Robert D. STEWART ✓	OE 13	7½		7½									
M.E PARKER ✓	LAB 1	8									8		
DON SCHUMACHER ✓	OE 7	7½				7½							
JACK Billings ✓	LAB 1	8										8	
HAP TAYLOR ✓	LAB/[✓ FORM]	8										8	
TOTAL LABOR				46.5	.5	24.5	18.0	10.0	1.5	1.0	24.0	24.0	
				1005.80	10.82	529.94	—	216.30	32.45	21.63	519.12	519.12	
				✓	✓	✓		✓	✓	✓	✓	✓	

EQUIPMENT	NO.	RATE										
10-134 16 yd KW Dump ✓	10 134	30.04	225.30 7½									
H. ELKINS #80	#80	—	2		5							
54-507 w/ Hyd Hammer 510 HOE ✓	54 507	30.97				139.37 4½ →						
54-507 510 HOE ✓	54 507	30.97			61.94 2			46.46 1½				
CONCRETE SAW ✓	72 001	26.49	185.43 7						26.49 1			
KW. Dump 16 yd ✓	[redacted]	30.04	210.28 [redacted]									
KW Dump 16 yd ✓	[redacted]	30.04	225.30 [redacted]									
510 HOE w/ HAMMER ✓	54 509	30.97	170.34 5½									
510 HOE ✓	54 509	30.97			61.94 2							
225 Hyd Ex ✓	56 303	60.94	487.52 8									
1500 INSLEY ✓	56 306	89.68	672.60 7½									
510 HOE J.D ✓	54 506	30.97	~~[illegible]~~		232.28 7½							
3/4 TON FORD	2 115	MOB										
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $			✓		✓							
TOTAL RENTED EQUIP. $			435.58		361.16							
TOTAL COMPANY EQUIP. $			1741.19		690.60	~~139.37~~	139.37	46.46	26.49			
3530.61			✓		✓		✓	✓	✓			

DAILY CREW CARD

JOB 9550 DATE 16 JV 82

FOREMAN Rod Welsh

EMPLOYEE	CRFT	ST	OT	21" PIPE	18 # PIPE	SERVICE	G. BACKFILL	MOB					
				#32	#31		#17	1		15			
Dick Hibbert ✓	LAB 3	8		8									
Mathew Burrough ✓	LAB 1	8		8									
Pete Ufferman ✓	LAB 1	8			8.								
Jerry Hunt ✓ 4m	LAB 4	8						8					
Rick Wade ✓ OE 1	OE 4	8	2			10							
L. Burdine ✓	OE 6	8					8						
Rod Welsh	Supt	8						8					
B. Durfee from pg. 1								1½					
		✓	✓										
TOTAL LABOR						10.0		17.5					
		173	1.5	✓	✓	—	✓	378.53 ✓					

EQUIPMENT	NO.	RATE											
3/4 TON FORD ✓	2 119	5.61	~~5~~				44.88 8						
SERVICE TK	8 135	—											
950 LOADER ✓	52 502	55.74				334.44 6							
D7 DOSER ✓	[redacted]	9029				361.16 [redacted]							
✓	8- 104	5.61					44.88 8						
	RHH1	—							5½				

JERRY HUNT ✓ 4m	A4	8						8					
RICK WADE ✓ OE 1	OE 4	8	2			10							
L. BURDINE ✓	OE 6	8					8						
Rod Welsh	Supt	8						8					
~~B. Durfee from pg. 1~~								1½					
		✓	✓										
TOTAL LABOR						10.0		17.5					
		173	1.5	✓	✓	—	✓	378.53 ✓					

EQUIPMENT	NO.	RATE										
3/4 TON FORD ✓	2 119	5.61	~~5~~				44.88 8					
SERVICE TK	8 135	—										
950 LOADER ✓	52 502	55.74				334.44 6						
D7 DOSER ✓	[redacted]	90.29				361.16 [redacted]						
✓	8- 104	5.61					44.88 8					
	RHH-1	—							5½			
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $						✓	89.76 ✓					

DAILY CREW CARD

JOB 9550 DATE 17 IV 82

FOREMAN Rod WELSH

FRONT ST

Services (16)

EMPLOYEE	CRFT	ST	OT	FLAG #8	CONCRETE MAN HOLES #50	REMOVE AL STRUCTURES OBSTRUCTION #9	18" SEWER PIPE #31	21" SEWER PIPE #32	TRENCH EX #15	GRANULAR BACK FILL #17	MOB #1	GEN EX #12	#54 PIPE UNDER
ROSIE CANTU	FLAG	8		8									
MARLA KINDLE	FLAG	8		8									
HAP TAYLOR LAB	FORM	8			8								
JERRY HUNT 4-m	LAB 4	8				8							
JACK BILLINGS	LAB 3	8	1½		3½		3	3					
BARRIE DURFEE	T-6	8							8				
HARLEY ELKINS	T-3	8							2	6			
JERRY HARRISON	T-6	2				~~6½~~					2		
" "	LAB 1	6½	.5			6½							
DON SCHUMACKER	OE 4	8				6						2	
MATHEW BURROUGHS	LAB 1	8			2			6					
Ed CARSON	LAB II	8										8	
JOHN FIFER	OE 7	8								6			2
M.E PARKER	LAB 1	8						8					
PETE UFFELMAN	LAB 1	8			4		4						
BOB FARRIS	T-6	8							7	1			
L BURDINE	OE-9	6								~~4~~6			
" "	OE-13	2								2			
~~" "~~	~~OE-9~~	~~2~~								~~2~~			
TOTAL LABOR				16.0	19.5	20.5	7.0	25.0	31.0	23.0	50.0	10.0	8.0
				—	421.79 ✓	443.42 ✓	151.41 ✓	540.75 ✓	670.53 ✓	497.49 ✓	1081.50 ✓	216.30 ✓	173.04 ✓

EQUIPMENT	NO.	RATE	#8	#50	#9	#31	#32	#15	#17	#1	#12	#54
3/4 TON FORD P.U ✓	2 115	5.61	44.88 ⇒ 8									
3/4 TON FORD P.U ✓	2 119	5.61		44.88 8								
I.R. COMPRESSOR ✓	61 801	9.70		38.80 x4								
16 yd KW TRACTOR ✓	[redacted]	30.04						240.32 [redacted]				
HARLY ELKINS	" 80	—						2	6			
PETE TRACTOR ✓	20 006	29.14								116.56 24		
510 JD HOE ✓	54 506	30.97			185.82 6						61.94 2	
CONCRETE SAW ✓	72 001	26.49									211.92 8	
510 HOE ✓	54 509	30.97							185.82 6			
510 HOE w/HAMMER ✓	54 509	30.97										123.88 4
16 yd KW TRACTOR ✓	[redacted]	30.04						210.28 [redacted]	30.04 [redacted]			
	52								2229			

JERRY HONT ✓ 4-m	LAB 4	8					8							
JACK BILLINGS ✓	LAB 3	8	1½			3½		3	3					
BARRIE DURFEE ✓	T-6	8								8				
HARLEY ELKINS ✓	T-3	8								2	6			
JERRY HARRISON ✓	T-6	2					~~6½~~					2		
" " ✓	LAB 1	6½	5				6½							
DON SCHUMACKER ✓	OE 7	8					6						2	
MATHEW BURROUGHS ✓	LAB	8				2			6					
Ed CARSON ✓	LAB II	8											8	
JOHN FIFER ✓	OE 7	8									6			2
M.E PARKER ✓	LAB 1	8							8					
PETE UFFELMAN ✓	LAB 1	8				4		4						
BOB FARRIS ✓	T-6	8								7	1			
L BURDINE ✓	OE-9	~~4~~6									~~4~~6			
" " ✓	OE-13	2									2			
~~" "~~	~~OE-9~~	~~2~~									~~2~~			
TOTAL LABOR					16.0 —	19.5 421.79 ✓	20.5 443.42 ✓	7.0 151.41 ✓	25.0 540.75 ✓	31.0 670.53 ✓	23.0 497.49 ✓	50.0 1081.50 ✓	10.0 216.30 ✓	8.0 173.04 ✓

EQUIPMENT	NO.	RATE										
3/4 TON FORD P.U ✓	2 115	5.61	44.88 → 8									
3/4 TON FORD P.U ✓	2 119	5.61		44.88 8								
I.R. COMPRESSOR ✓	61 801	9.70		38.80 4								
16 yd KW TRACTOR ✓	[redacted]	30.04						240.32 [redacted]				
HARLY ELKINS	# 80	—						2	6			
PETE TRACTOR ✓	20 006	29.14								116.56 24		
510 JD HOE ✓	54 506	30.97			185.82 6						61.94 2	
CONCRETE SAW ✓	72 001	26.49									211.92 8	
510 HOE ✓	54 509	30.97							185.82 6			
510 HOE w/HAMMER ✓	54 509	30.97										123.88 4
16 yd KW TRACTOR ✓	[redacted]	30.04						210.28 [redacted]	30.04 [redacted]			
950 LOADER ✓	52 502	55.74							222.96 ~~2~~4			
966 LOADER ✓	[redacted]	57.01							228.04 [redacted]			
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $								✓ 450.60	✓ 619.24			
TOTAL COMPANY EQUIP. $				190.50 ✓	185.82 ✓		44.88 ✓	1083.08 ✓	1071.36 ✓	1575.52 ✓	273.86 ✓	309.75 ✓

5804.56

DAILY CREW CARD PAGE 2

JOB 9550 DATE 17 NOV 82

FOREMAN Rod Welsh

FRONT ST

EMPLOYEE	CRFT	ST	OT	GRANULAR BACK FILL #17	TRENCH EX #15	CONCRETE #50	MANHOLES #34	PIPE UNDER PAVEMENT #32	21" SEWER	SERVICE ⑫ #1	MOB	OFFICE	
Robert D Stwert ✓	OE 13	8			8								
Jeff Boulet ✓	OE 13	6			6								
" " ✓	OE 7	2				2							
Brad Davis ✓	OE 7	8		2			6						
Dick Hibbert ✓	LAB ~~OE~~ 3	8						8					
Rod Welsh ✓	SUPT	8								8			
W.D. Smith ✓	OFFICE	8								8	~~8~~		
Rick Wade ✓	OE *1	8	2½						10½				
Jim Richter * 11/14 ✓	OFF SITE		4							4			
— — * 11/15 ✓	—	8	2							10			
— — * 11/16 ✓	—	8	2							10			
— — * 11/17 ✓	—	6½	1½							8			
— — ✓	OE-1	1½							1½				
TOTAL LABOR		28.5	[illegible]	14 ✓	✓	✓	✓	✓	12.0 —	✓			

EQUIPMENT	NO.	RATE										
D7G DOSER ✓	[redacted]	90.29	361.16 [redacted]									
245 HOE ✓	56 307	150.16	600.64 ~~2~~4									
1500C INSLEY ✓	56 306	89.68		717.44 8								
225 HOE ✓	56 303	60.94		365.64 6								
510 HOE ✓	54 506	30.97			61.94 2							
~~510 HOE~~	54 ~~507~~											
510 HOE W/ HAMMER ✓	54 507	30.97	61.94 2			185.82 6						
77 FORD 3/4 TON ✓	2 102	5.61					44.88 8					
82 CHEV PU ✓	2 104	5.61							44.88 8			
SERVICE TK	8 135	—							8			
✓	[illegible]	29.11						— 1½	932.48 32			

BRAD DAVIS	OE 7	8		2			6						
DICK Hibbert	LAB ~~OE~~ 3	8						8					
Rod Welsh	SUPT	8								8			
W.D. Smith	OFFICE	8								8	~~8~~		
Rick WADE	OE *1	8	9½						18½				
Jim Richter * 11/14	OFF SITE		4							4			
— — * 11/15	—	8	2							10			
— — * 11/16	—	8	2							10			
— — * 11/17	—	6½	1½							8			
— —	OE-1	1½							1½				
TOTAL LABOR		✓ 20.5	15.5	✓ 14 ✓	✓	✓	✓	✓	12.0 —	✓			

EQUIPMENT	NO.	RATE										
D 7 G DOSER ✓	[redacted]	90.29	361.16 [redacted]									
245 HOE ✓	56 307	150.16	600.64 4									
1500C INSLEY ✓	56 306	89.68		717.44 8								
225 HOE ✓	56 303	60.94		365.64 6								
510 HOE ✓	54 506	30.97			61.94 2							
~~510 HOE~~	54 ~~507~~											
510 HOE W/ HAMMER ✓	54 507	30.97	61.94 2			185.82 6						
77 FORD 3/4 TON ✓	2 102	5.61					44.88 8					
82 CHEV PU ✓	2 104	5.61							44.88 8			
SERVICE TK	8 135	—							8			
✓	20-003	29.14						— 1½	932.48 32			
✓	42-001	15.05						— 1½	481.60 32			
	RHHY		2			8						
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $			✓	✓	✓	✓	✓		✓			

DAILY CREW CARD

JOB 9550 DATE 18 N '82

FOREMAN Rod WELSH

EMPLOYEE	CRFT	ST	OT	MOB #1	SERVICE 8½ #0	FLAG 4 #8	GRANULAR TRENCH BACKFILL #17	21" SEWER PIPE #32	CONCRETE MANHOLES #50	TRENCH EX #15	CHAIN LINK FENCE #57	REMOVE OBSTRUCTION #9	STRU GEN EX 12
Rod WELSH ✓	SUPT	8		8½									
RICK WADE ✓	OE 1	8	½		8½								
MARLA KINDLE ✓	FLAG	2				2							
ROSIE CANTU ✓	FLAG	2				2							
W.D. Smith ✓	OFF.	8		~~8~~8									
MATHEW BURROUGHS ✓	LAB 1	2						2					
" " ✓	OE 9	2½					2½						
" " ✓	T-6	2½					2½						
ROBERT D. STEWERT ✓	OE 11	3					3						
" " " ✓	LAB 1	1		1									
JEFF BOULET ✓	OE 13	3							3				
M.E. PARKER ✓	LAB 1	1½						1½					
DICK HIBBERT ✓	LAB 3	8	1							9			
HAP TAYLOR ✓ LAB	FORM	8								8			
BARRIE DURFEE ✓	T-6	8								8			
Bob FARRIS ✓	T-6	8					2				6		
DON SCHMACHER ✓	OE 13	½										½	
" " ✓	OE 7	7½										6½	1
TOTAL LABOR				28.0	8.5	4.0	18.0	6.5	10.5	34.5	13.0	30.0	7.5
				605.64 ✓	—	—	389.34 ✓	140.60 ✓	227.12 ✓	746.24 ✓	281.19 ✓	648.90 ✓	162.23 ✓

EQUIPMENT	NO.	RATE	#1	#0	#8	#17	#32	#50	#15	#57	#9	12
82 CHEV P.U. ✓	2 104	5.61	44.88 8									
SERVICE TK	8 135	—		8½								
FORD 1 TON ✓	4 108	6.64	26.56 4									
966C LOADER ✓	[redacted]	57.01				85.52 [redacted]						
D7 DOSER ✓		90.29				361.16 [redacted]						
EUCLID DUMP TK ✓	10 136	42.22				168.88 2½4						
245 CAT EX ✓	56 307	150.16				450.48 3						
3/4 TON FORD ✓	2 115	5.61							44.88 8			
225 CAT EX ✓	56 303	60.94						182.82 3				
KW 16yd Dump ✓	[redacted]	30.04							240.32 [redacted]			
KW 16yd Dump ✓		30.04				60.08 [redacted]				180.24 [redacted]		
	56										358.72	

Rosie Cantu ✓	FLAG	2				2							
W.D. Smith ✓	OFF.	8		8									
Mathew Burroughs ✓	LAB1	2						2					
" " ✓	OE9	2½					2½						
" " ✓	T-6	2½					2½						
Robert D. Stewert ✓	OE 110	3					3						
" " " ✓	LAB 1	1		1									
Jeff Boulet ✓	OE 13	3							3				
M.E. Parker ✓	LAB 1	1½						1½					
Dick Hibbert ✓	LAB 3	8	1							9			
Hap Taylor ✓	LAB/FORM	8								8			
Barrie Durfee ✓	T-6	8	3							8			
Bob Farris ✓	T-6	8					2				6		
Don Schumacher ✓	OE 13	½										½	
" " ✓	OE 7	7½										6½	1
TOTAL LABOR				28.0	8.5	4.0	18.0	6.5	10.5	34.5	13.0	30.0	7.5
				605.64	—	—	389.34	140.60	227.12	746.24	281.19	648.90	162.23

EQUIPMENT	NO.	RATE										
82 CHEV P.U. ✓	2 104	5.61	44.88 8									
SERVICE TK	8 135	—		8½								
FORD 1 TON ✓	4 108	6.64	26.56 4									
966C LOADER ✓	[redacted]	57.01				85.52 [redacted]						
D7 DOSER ✓	[redacted]	90.29				361.16 [redacted]						
EUCLID DUMP TK ✓	10 136	42.22				168.88 ~~2½~~4						
245 CAT EX ✓	56 307	150.16				450.48 3						
3/4 TON FORD ✓	2 115	5.61							44.88 8			
225 CAT EX ✓	56 303	60.94						182.82 3				
KW 16yd Dump ✓	[redacted]	30.04							240.32 [redacted]			
KW 16yd Dump ✓	[redacted]	30.04				60.08 [redacted]				180.24 [redacted]		
1500 INSLEY ✓	56 306	89.68									358.72 ~~½~~4	
510 HOE ✓	54 506	30.97										232.28 7½
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $						734.80			240.32	180.24		
TOTAL COMPANY EQUIP. $			611.41			1100.81		243.76	44.88	216.79	473.37	433.5

4279.97

ROSIE CANTU ✓	FLAG	2				2							
W.D. Smith ✓	~~OFF.~~	8		~~7~~ 8									
MATHEW BURROUGHS ✓	LAB1	2						2					
" " ✓	OE9	2½					2½						
" " ✓	T-6	2½					2½						
ROBERT D. STEWERT ✓	OE 110	3					3						
" " " ✓	LAB 1	1		1									
JEFF BOULET ✓	OE 13	3							3				
M.E. PARKER ✓	LAB 1	1½						1½					
DICK HIBBERT ✓	LAB 3	8	1							9			
HAP TAYLOR ✓	LAB/FORM	8								8			
BARRIE DURFEE ✓	T-6	8	7							8			
Bob FARRIS ✓	T-6	8					2				6		
DON SCHUMACHER ✓	OE 13	½										½	
" " ✓	OE 7	7½										6½	1
TOTAL LABOR				28.0	8.5	4.0	18.0	6.5	10.5	34.5	13.0	30.0	7.5
				605.64 ✓	—	—	389.34 ✓	140.60 ✓	227.12 ✓	746.24 ✓	281.19 ✓	648.90 ✓	162.23 ✓

EQUIPMENT	NO.	RATE										
82 CHEV P.U. ✓	2 104	5.61	44.88 8									
SERVICE TK	8 135	—		8½								
FORD 1 TON ✓	4 108	6.64	26.56 ~~2~~ 4									
966C LOADER ✓	[redacted]	57.01				85.52 [redacted]						
D7 DOSER ✓	[redacted]	90.29				361.16 [redacted]						
EUCLID DUMP TK ✓	10 136	42.22				168.88 ~~2½~~ 4						
245 CAT EX ✓	56 307	150.16				450.48 3						
3/4 TON FORD ✓	2 115	5.61							44.88 8			
225 CAT EX ✓	56 303	60.94						182.82 3				
KW 16yd Dump ✓	[redacted]	30.04							240.32 [redacted]			
KW 16yd Dump ✓	[redacted]	30.04				60.08 [redacted]				180.24 [redacted]		
1500 INSLEY ✓	56 306	89.68									358.72 ~~½~~ 4	
510 HOE ✓	54 506	30.97										232.28 7½
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $						✓ 734.80			✓ 240.32	✓ 180.24		
TOTAL COMPANY EQUIP. $			611.41			1100.81		243.76	44.88	216.79	473.37	433.59

4279.97

DAILY CREW CARD

JOB 9550 DATE 18 NC 82

FOREMAN Rod Welsh

FRONT STREET

EMPLOYEE	CRFT	ST	OT	TRENCH EX	21" SEWER PIPE	CONCRETE	MANHOLES	GRANULAR TREN BACK FILL	REMOVAL STRUCTURES OBSTRUCTIONS	GEN. EX	MOB	CHAIN LINK FENCE	
				#15	#32	#50	#M	#9	#12	#1	#57		
ETE UFFLEMAN ✓	LAB 1	8	1½	9½									
ACK Billings ✓	BAB 3	8	2		3	7							
OWELL BURDINE ✓	OE 13	3					3						
" " ✓	OE 9	4					4						
d CARSON ✓	LAB 1	8						8					
JERRY HUNT ✓4-M	~~OEB~~ 4	8						8					
RAD DAVIS ✓	OE 13	½				½		~~7~~					
" " ✓	OE 7	7½						1	6½				
ERRY HARRISON ✓	LAB 1	6						6					
" " ✓	T-6	1½								1½			
JOHN PIFER ✓	OE 7	8					1				7		
im Richter ✓	OFF SITE	8	1½							9½			
~~JOB 9489~~													
~~HARLEY ELKINS~~	~~F-8~~								~~8~~				
~~TICKET #2858~~													
TOTAL LABOR		✓ 54	✓ 65	✓	✓	✓	✓	✓	✓	✓	✓		

EQUIPMENT	NO.	RATE										
245 HOE ✓	56 307	150.16				450.48 3						
966 C LOADER ✓	[redacted]	57.01				228.04 [redacted]						
3/4 TON FORD P.U. ✓	2 119	5.61					44.88 8					
I.R. COMP BREAK ✓	61 801	9.70					38.80 ~~2~~4					
225 HOE ✓	56 303	60.94			60.94 ~~½~~							
510 HOE ✓	54 507	30.97					30.97 1	201.31 6½				
~~EUCLID~~ KW DUMP ✓	10 134	30.04							120.16 ~~1½~~ 4			
510 HOE ✓	54 509	30.97				30.97 1				216.79 7		
✓	20-003	29.14							276.83 9½			
✓	42-001	15.05							142.98 9½			

SWELL BURDINE ✓	13												
" " ✓	OE 9	4					4						
Ed Carson ✓	LAB 1	8						8					
JERRY HUNT ✓ 4-M	4	8						8					
BRAD DAVIS ✓	OE 13	1/2				1/2		~~7~~					
" " ✓	OE 7	7½						1	6½				
JERRY HARRISON ✓	LAB 1	6						6					
" " ✓	T-6	1½								1½			
JOHN FIFER ✓	OE 7	8					1				7		
	✓												
Jim Richter ✓	OFF SITE	8	1½							9½			
~~JOB 9489~~													
~~HARLEY ELKINS~~	~~F3~~								~~8~~				
~~TICKET #2858~~													
		✓	✓										
TOTAL LABOR		54	65	✓	✓	✓	✓	✓	✓	✓	✓		

EQUIPMENT	NO.	RATE										
245 HOE ✓	56 307	150.16				450.48 3						
966 C LOADER ✓	[redacted]	57.01				228.04 [redacted]						
3/4 TON FORD P.U. ✓	2 119	5.61					44.88 8					
I.R. COMP BREAK ✓	61 801	9.70					38.80 ~~2~~4					
225 HOE ✓	56 303	60.94			60.94 1/2							
510 HOE ✓	54 507	30.97					30.97 1	201.31 6½				
~~EUCLID~~ KW DUMP ✓	10 134	30.04							120.16 ~~1½~~4			
510 HOE ✓	54 509	30.97				30.97 1				216.79 7		
✓	20-003	29.14							276.83 9½			
✓	42-001	15.05							142.98 9½			
~~ELKINS TK #80 w/ PUP~~	~~#80~~							~~8~~				
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $					✓	✓	✓	✓	✓	✓		

DAILY CREW CARD

JOB 9550 DATE 19 Nc 82

FOREMAN Rod WELSH

FRONT STREET

EMPLOYEE	CRFT	ST	OT	MOB #1	SERVICE 12½ #0	REMOVAL STRUCTURES OBSTRUCTIONS #9	TRENCH EX #15	18" SEWER PIPE #31	CONCRETE MANHOLE #50	GRANULAR BACKFILL #17	21" SEWER PIPE #32	FLAG 16 #8
Rod Welsh ✓	SUPT	8		8								
W.D Smith ✓	OFFICE	8		~~7~~8								
JERRY 3 HRS SVC HUNT ✓ LAB 4-in	~~OE~~ 4	8		3	3.	2						
JERRY HARRISON ✓	T-6	7½					7½					
BARRIE DURFEE ✓	T-6	7½					7½					
JACK Billings ✓	LAB 3	8						2	6			
LOWELL BURDINE ✓	OE 9	4								~~8~~ 4		
" " ✓	T-4	4								4		
JEFF BOULET ✓	OE 13	4					2		2			
" " ✓	LAB 1	4					2		2			
PETE UFFELMAN ✓	LAB 1	8	½				6		2½			
DICK HIBBERT ✓	LAB 3	8	1					2			7	
MARLA KINDLE ✓	FLAG	8										8
ROSIE CANTU ✓	FLAG	8										8
M.E PARKER ✓	LAB	8									8	
ROBERT D STEWART ✓	OE 9	8					8					
TOTAL LABOR				28.0	12.5	2.0	42.0	4.0	12.5	30.0	15.0	16.0
				605.64	—	43.26	908.46	86.52	270.38	648.90	324.45	—
				✓		✓	✓	✓	✓	✓	✓	

EQUIPMENT	NO.	RATE	#1	#0	#9	#15	#31	#50	#17	#32	#8
82 CHEV P.U. ✓	2 104	5.61	44.88 8								
FORD 1 TON ✓	4 108	6.64	26.56 4								
CTB #3				3							
3/4 TON FORD ✓	2 119	5.61	16.83 3	— 3	11.22 2						
I.R. Comp BREAK ✓	61 801	9.70			38.80 ~~2~~4						
EUCLID DUMP ✓	10 136	42.22				316.65 7½					
EUCLID DUMP ✓	10 137	27.16				176.54 6½					
K.W. DUMP TK ✓	[redacted]	30.04				120.16 [redacted]					
966 LOADER ✓	[redacted]	57.01							228.04 [redacted]		
K.W. WATER TK ✓	24 168	14.50							58.00 4		
225 HOE ✓	56 303	60.94				121.88 2		121.88 2			
[illegible]	2						11.22			39.27	

JERRY HARRISON ✓	T-6	7½					7½						
BARRIE DURFEE ✓	T-6	7½					7½						
JACK Billings ✓	LAB 3	8						2	6				
LOWELL BURDINE ✓	OE 9	4								~~8~~4			
" " ✓	T-4	4								4			
JEFF Boulet ✓	OE 13	4					2		2				
" " ✓	LAB 1	4					2		2				
PETE UFFELMAN ✓	LAB 1	8	½				6		2½				
DICK HIBBERT ✓	LAB 3	8	1					2			7		
MARLA KINDLE ✓	FLAG	8										8	
ROSIE CANTU ✓	FLAG	8										8	
M.E. PARKER ✓	LAB	8									8		
ROBERT D STEWART ✓	OE 9	8					8						
TOTAL LABOR				28.0	12.5	2.0	42.0	4.0	12.5	30.0	15.0	16.0	
				605.64	—	43.26	908.46	86.52	270.38	648.90	324.45	—	
				✓		✓	✓	✓	✓	✓	✓		

EQUIPMENT	NO.	RATE										
82 CHEV P.U. ✓	2 104	5.61	44.88 8									
FORD 1 TON ✓	4 108	6.64	26.56 4									
CTB #3				3								
3/4 TON FORD ✓	2 119	5.61	16.83 3	— 3	11.22 2							
I.R. COMP BREAK ✓	61 801	9.70			38.80 ~~2~~4							
EUCLID DUMP ✓	10 136	42.22				316.65 7½						
EUCLID DUMP ✓	10 137	27.16				176.54 6½						
K.W. DUMP TK ✓	[redacted]	30.04				120.16 [redacted]						
966 LOADER ✓	[redacted]	57.01							228.04 [redacted]			
K.W. WATER TK ✓	24 168	14.50							58.00 4			
225 HOE ✓	56 303	60.94				121.88 2		121.88 2				
3/4 TON PICKUP ✓	2 102	5.61					11.22 2			39.27 7		
1500 INSLEY ✓	56 306	89.68				717.44 8						
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $						✓ 120.16			✓ 552.34			
TOTAL COMPANY EQUIP. $			474.60		50.02	1377.39	11.22	121.88	365.85	39.27		

DAILY CREW CARD

JOB 9550 DATE 19 I V 82

FOREMAN Rod WELSH

EMPLOYEE	CRFT	ST	OT	CHAIN LINK FENCE	GRANULAR TRENCH BACKFILL	FOUNDATION STABLIFITION	SERVICE	TRENCH EX	GEN EX		MOB		
				#57	#17	#18	0	#15	#12	#39	1		
Bob FARRIS ✓	T-6	8		1	7								
BRAD DAVIS ✓	OE 7	8			4	4							
RICK WADE ✓	OE 1	8	1½				9½						
HAP TAYLOR ✓ LAB	FORM	8						8					
HARLEY ELKINS ✓	T-3	8			7			1					
Ed CARSON ✓	LAB 1	5							5				
" " ✓	OE-7	3			3								
JOHN FIFER ✓	OE-7	8		6	1					1			
Jim Richter ✓	OFF SITE	8	1								9		
TOTAL LABOR		✓	✓	7.0		4.0			5.0	1.0			
		175	4	151.41	✓	86.52	✓	✓	108.15	21.63	✓		
				✓		✓			✓	✓			

EQUIPMENT	NO.	RATE											
K.W. 16yd Dump ✓	[redacted]	30.04	30.04 [redacted]	210.28 [redacted]									
510 J.D. HOE ✓	54 506	30.97		123.88 4	123.88 4								
SERVICE TK	8 135	—				9½							
3/4 TON FORD P.U. ✓	2 115	5.61					44.88 8						
ELKINS TRUCK	#80	—		7			1						
966 LOADER ✓	[redacted]	57.01		114.02 [redacted]									
510 JD HOE ✓	54 507	30.97		123.88 ~~3~~4									
51-003 HOE PAC ✓	51 003	7.28		29.12 ~~3~~4									
510 JD HOE ✓	54 509	30.97	185.82 6	30.97 1					30.97 1				
✓	20-003	29.14								262.26 9			
✓	42-001	15.05								67.73 4½			

HAP TAYLOR ✓ LAB	FORM	8						8					
HARLEY ELKKINS ✓	T-3	8			7			1					
Ed CARSON ✓	LAB 1	5							5				
" " ✓	OE-7	3			3								
JOHN FIFER ✓	OE-7	8		6	1					1			
✓													
Jim Richter ✓	OFF SITE	8	1								9		
TOTAL LABOR		✓	✓	7.0		4.0			5.0	1.0			
		175	4	151.41	✓	86.52	✓	✓	108.15	21.63	✓		
				✓		✓			✓	✓			

EQUIPMENT	NO.	RATE										
K.W. 16yd DUMP ✓	[redacted]	30.04	30.04 [redacted]	210.28 [redacted]								
510 JD. HOE ✓	54 506	30.97		123.88 4	123.88 4							
SERVICE TK	8 135	—				9½						
3/4 TON FORD P.U. ✓	2 115	5.61					44.88 8					
ELKINS TRUCK	#80	—		7			1					
966 LOADER ✓	[redacted]	57.01		114.02 [redacted]								
510 JD HOE ✓	54 507	30.97		123.88 ~~3~~4								
51-003 HOE PAC ✓	51 003	7.28		29.12 ~~3~~4								
510 JD HOE ✓	54 509	30.97	185.82 6	30.97 1					30.97 1			
✓	20-003	29.14								262.26 9		
✓	42-001	15.05								67.73 4½		
✓	42-172	12.52								56.34 4½		
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $			✓									
TOTAL RENTED EQUIP. $			30.04									
TOTAL COMPANY EQUIP. $			185.82	✓	123.88		✓		3097	✓		

DAILY CREW CARD

JOB 9550 DATE 20 Nov 82

FOREMAN Rod Welsh

EMPLOYEE	CRFT	ST	OT	MOB #1	GRANULAR TRENCH BACKFILL #17	TRENCH EX #15	FLAG #8	12" SEWER PIPE #29	14" SEWER PIPE #31	CONCRETE MAN HOLE #50	21" SEWER PIPE #32	9 SERVICE #0	PIPE UNDER PAVEMENT #34
Rod Welsh ✓	SUPT	~~8~~		8									
WD Smith ✓	OFF	8	~~8~~	~~8~~									
Ed Carson ✓	T-3	~~5½~~	5½		5½								
Terry Herrison ✓	T-6	X	7			7							
Bob Farris ✓	T-6	X	7		½	6½							
Lowell Burdine ✓	T-4	X	4		4								
" " ✓	OE 9	3½	3½		3.5								
Barrie Durfee ✓	T-6	X	7			7							
Rosie Cantu ✓	FLAG	X	7				7~~½~~						
Marla Kindle ✓	FLAG	X	7				7~~½~~						
Harly Elkins ✓	T-3	X	7		7								
Jack Billings ✓	LAB 3	X	7					4	2	1			
Pete Uffelman ✓	LAB 1	X	7					3		4			
M.E Parker ✓	LAB 3	X	7								7		
Mathew Burroughs ✓	LAB 1	X	6								6		
" "	OE-7	X	1							1			
TAR SERVICE Robert Stewert ✓	OE 13	X	6½		"	6½						1	3½
John Fifer ✓	OE 7	X	7		3½								
TOTAL LABOR				8.0	29.0	40.0	14.0	9.0	9.0	6.0	13.0	9.0	3.5
				173.04	627.27	865.20	—	194.67	194.67	129.78	281.19	—	75.71
				✓	✓	✓		✓	✓	✓	✓		✓

EQUIPMENT	NO.	RATE	#1	#17	#15	#8	#29	#31	#50	#32	#0	#34
82 Chev. P.U ✓	2 104	5.61	44.88 8									
Mack H_2O TK ✓	24 166	14.50		79.75 5½								
Euclid Hardtail ✓	10 136	42.22			295.54 7							
K.W. Dump 16yd ✓	[redacted]	30.04		15.02 [redacted]	195.26 [redacted]							
KW H_2O TK ✓	24 168	14.50		58.00 4								
966 Loader ✓	[redacted]	57.01		228.04 [redacted]								
D7 Doser ✓	[redacted]	90.29		361.16								
Euclid Dump ✓	10 137	27.16			190.12 7							
Elkins Truck	#80	—		7								
510 Hoe ✓	54 506	30.97							30.97 1			
510 Hoe w/ Hammer ✓	54 507	30.97										108.40 3½

TERRY HERRISON ✓	T-6	X	7			7							
BOB FARRIS ✓	T-6	X	7		½	6½							
LOWELL BURDINE ✓	T-4	X	4		4								
" " ✓	OE 9	3½	3½		3.5								
BARRIE DURFEE ✓	T-6	X	7			7							
ROSIE CANTU ✓	FLAG	X	7				7~~½~~						
MARLA KINDLE ✓	FLAG	X	7				7~~½~~						
HARLY ELKINS ✓	T-3	X	7		7								
JACK Billings ✓	LAB 3	X	7					4	2	1			
PETE UFFELMAN ✓	LAB 1	X	7					3		4			
M.E PARKER ✓	LAB 3	X	7								7		
MATHEW BURROUGAS ✓	LAB 1	X	6								6		
" " ✓	OE-7	X	1							1			
IAR SERVICE Robert STEWERT ✓	OE-1 OE 15	X	[illegible]		"	6½						1	
JOHN FIFER ✓	OE 7	X	7		3½								3½
TOTAL LABOR				8.0	29.0	40.0	14.0	9.0	9.0	6.0	13.0	9.0	3.5
				173.04 ✓	627.27 ✓	865.20 ✓	—	194.67 ✓	194.67 ✓	129.78 ✓	281.19 ✓	—	75.71 ✓

EQUIPMENT	NO.	RATE										
82 CHEVY. P.U ✓	2 104	5.61	44.88 8									
MACK H_2O TK ✓	24 166	14.50		79.75 5½								
EUCLID HARDTAIL ✓	10 136	42.22			295.54 7							
K.W. Dump 16yd ✓	[redacted]	30.04		15.02 [redacted]	195.26 [redacted]							
KW H_2O TK ✓	24 168	14.50		58.00 4								
966 LOADER ✓	[redacted]	57.01		228.04 [redacted]								
D7 DOSER ✓	[redacted]	90.29		361.16								
EUCLID DUMP ✓	10 137	27.16			190.12 7							
ELKINS TRUCK	#80	—		7								
510 HOE ✓	54 506	30.97							30.97 1			
510 HOE W/HAMMER ✓	54 507	30.97										108.40 3½
510 HOE W/Ho PAC ✓	54 507	30.97		108.40 3½								
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $				✓ 604.22	✓ 195.26							
TOTAL COMPANY EQUIP. $			44.88	401.00	835.24		61.94	39.27	30.97			108.40

DAILY CREW CARD

JOB 9550' DATE 20 Nov 82

FOREMAN Rod WELSH

EMPLOYEE	CRFT	ST	OT	TRENCH EX #15	12" SEWER PIPE #29	FOUNDATION STAB. #18	GRANULAR TRENCH BACKFILL #17	18" SEWER PIPE #31	SERVICE #0	w/e Fractions 1		w/e FLAG 8	
JEFF BOULET ✓	OE 13	X	5	5	~~8~~								
" " ✓	OE 7	X	2		2								
HAP TAYLOR ✓	LAB FORM	8	8	8									
BRAD DAVIS ✓	OE 7	X	7			2	5						
DICK HIBBERT ✓	LAB 3	X	7					7					
RICK WADE OE VEH	[illegible]	8	8						8				
TOTAL LABOR		8 [illegible]	✓ [illegible]	✓	✓	2.0 43.26 ✓	✓	✓	✓	⟨51⟩ ✓		561.00	

EQUIPMENT	NO.	RATE										
225 HOE ✓	56 303	60.94	304.70 5									
510 HOE ✓	54 506	30.97		61.94 2								
3/4 TON FORD P.U. ✓	2 115	5.61	44.88 8									
510 HOE ✓	54 506 ~~306~~	30.97			61.94 2	154.85 5						
3/4 TON FORD ✓	2 102	5.61					39.27 7					
SERVICE TRUCK	8 135	—						8				

BRAD DAVIS ✓	OE 7	~~X~~	7			2	5						
DICK HIBBERT ✓	LAB 3	~~X~~	7					7					
RICK WADE OE-1 VOEH	8 ~~135~~	8	8						8				
TOTAL LABOR		8 ~~[illegible]~~	✓ 1345	✓	✓	2.0 43.26 ✓	✓	✓	✓	<51> ✓		561.00	

EQUIPMENT	NO.	RATE										
225 HOE ✓	56 303	60.94	304.70 5									
510 HOE ✓	54 506	30.97		61.94 2								
3/4 TON FORD P.U. ✓	2 115	5.61	44.88 8									
510 HOE ✓	54 506 ~~306~~	30.97			61.94 2	154.85 5						
3/4 TON FORD ✓	2 102	5.61					39.27 7					
SERVICE TRUCK	8 135	—						8				
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $			✓	✓	61.94	✓	✓					

DAILY CREW CARD

JOB 9550 DATE 22 NOV 82

FOREMAN Rod WELSH

FRONT STREET

EMPLOYEE	CRFT	ST	OT	MOB #1	FOUNDATION STABILIZATION #18	GRANULAR TRENCH BACKFILL #17	TRENCH EX. #15	SERVICE (11½) #0	21" SEWER PIPE #32	12" SEWER PIPE #29	18" SEWER PIPE #31	CONCRETE MAN HOLE #50	FLAG #8
Rod WELSH ✓	SUPT.	8		8									
W.D. Smith NO TIME SLIP ✓	OFF.	8		~~4~~8									
BRAD DAVIS ✓	OE-7	6½			2.	4½							
" " ✓	OE-9	1½				1½							
HAP TAYLOR ✓	LAB FORM	8		0			8						
ROBERT D. STEWART ✓	OE-13	7					7						
" " Service * ✓	LAB 1	1						1					
TERRY BOURGEOIS ✓	OE 1	8	2½					10½					
M.E. PARKER ✓	LAB 1	8							2	6			
TERRY FEILDS ✓	OE 7	8	1½			9½							
BARRIE DURFEE ✓	T-6	8					8						
DICK HIBBERT ✓	LAB 1	8								6½	1½		
BOB FARRIS ✓	T-6	8				2	6						
MATHEW BURROUGHS ✓	LAB 1	8							3	5			
PETE UFFELMAN ✓	LAB 1	8										8	
HARLEY ELKINS ✓	T-3	8				6	2						
MARLA KINDLE ✓	FLAG	8											8
ROSIE CANTU ✓	FLAG	8											8
JACK BILLINGS ✓	LAB 3	8	1½								2	7½	
JEFF BOULET ✓	OE 13	8	1			2	3					4	
TOTAL LABOR				22.5 485.10 ✓	2.0 43.12 ✓	50.5 1088.78 ✓	40.0 862.40 ✓	11.5 —	5.0 107.80 ✓	17.5 377.30 ✓	3.5 75.46 ✓	19.5 420.42 ✓	16.0 —

EQUIPMENT	NO.	RATE	#1	#18	#17	#15	#0	#32	#29	#31	#50	#8
82 CHEV P.U.	2 104	5.61	44.88 8									
79 FORD 1 TON	4 108	6.64	26.56 4									
510 J.D. HOE	54 509	30.97		61.94 2	139.37 4½							
950 CAT LOADER	52 502	55.74			222.96 ~~1½~~ 4							
79 ¾ TON FORD	2 115	5.61				44.88 8						
1500 C INSLEY	56 306	89.68				627.76 7						
SERVICE TRUCK	8 135	—					10½					
510 J.D. HOE	54 506	30.97			294.22 9½							
R-22 EUCLID 10- 137	~~10~~ ~~136~~	27.16 ~~42.22~~				217.28 8						
77 FORD ¾ TON	2 102	5.61							36.47 6½	8.42 1½		
R-25 EUCLID	10 136	42.22			84.44 2	253.32 6						

✓ " " ✓	OE-9	1½				1½							
HAP TAYLOR ✓ LAB	FORM	8		-0-			8						
ROBERT D. STEWART ✓	OE-13	7					7						
" " Service * ✓	LAB 1	1						1					
TERRY BOURGEOIS ✓	OE-1	8	2½					10½					
M.E. PARKER ✓	LAB 1	8							2	6			
TERRY FEILDS ✓	OE 7	8	1½			9½							
BARRIE DURFEE ✓	T-6	8					8						
DICK HIBBERT ✓	LAB 1	8								6½	1½		
BOB FARRIS ✓	T-6	8				2	6						
MATHEW BURROUGHS ✓	LAB 1	8							3	5			
PETE UFFELMAN ✓	LAB 1	8										8	
HARLEY ELKINS ✓	T-3	8				6	2						
MARLA KINDLE ✓	FLAG	8											8
ROSIE CANTU ✓	FLAG	8											8
JACK BILLINGS ✓	LAB 3	8	1½								2	7½	
JEFF BOULET ✓	OE 13	8	1			2	3					4	
TOTAL LABOR				22.5	2.0	50.5	40.0	11.5	5.0	17.5	3.5	19.5	16.0
				485.10	43.12	1088.78	862.40	—	107.80	377.30	75.46	420.42	—
				✓	✓	✓	✓		✓	✓	✓	✓	

EQUIPMENT	NO.	RATE										
82 CHEV P.U.	2 104	5.61	44.88 8									
79 FORD 1 TON	4 108	6.64	26.56 4									
510 J.D. HOE	54 509	30.97		61.94 2	139.37 4½							
950 CAT LOADER	52 502	55.74			222.96 ~~2½~~ 4							
79 ¾ TON FORD	2 115	5.61				44.88 8						
1500 C INSLEY	56 306	89.68				627.76 7						
SERVICE TRUCK	8 135	—					10½					
510 J.D. HOE	54 506	30.97			294.22 9½							
R-22 EUCLID 10-137	~~10~~ ~~136~~	27.16 ~~42.22~~				217.28 8						
77 FORD ¾ TON	2 102	5.61							36.47	8.42		
R-25 EUCLID	10 136	42.22			84.44 2	253.32 6			↑6½	↑1½		
HARLEY ELKINS	# 80	—			6	2						
225 CAT HOE	56 303	60.94			121.88 2	182.82 3					243.76 4	
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $					✓ 228.04	✓ 180.24						
TOTAL COMPANY EQUIP. $			389.20	61.94	1841.77	1326.06			36.47	8.42	243.76	

DAILY CREW CARD

JOB 9550 DATE 22 N[illegible] 82

FOREMAN Rod Welsh

FRONT STREET

EMPLOYEE	CRFT	ST	OT	#17	#34	#1	#15	Mob #1
JOHN FIFER ✓	OE 7	8	1	8	1			
ED CARSON ✓	LAB 1	4		4				
" " ✓	T-4	4	1	5				
LOWELL BURDINE ✓	OE-16	2		2				
" " ✓	OE-9	4		4				
" " ✓	T-4	2		2				
JERRY HARRISON ✓	T-6	6					6	
" " ✓	T-4	2	½			2½		
Jim Richter ✓	OFF SITE	4						4
TOTAL LABOR		✓ 190	✓ 9	✓	1.0 21.56 ✓	✓	✓	✓

EQUIPMENT	NO.	RATE	#17	#34	#1	#15	Mob #1
510 HOE w/ 88 HAMMER	54 507	30.97		30.97 1			
510 HOE w/ HOE PACK	54 507	30.97	247.76 8				
MACK WATER TK.	24 166	14.50	72.50 5				
245 CAT HOE	56 307	150.16	600.64 24				
966 CAT LOADER	[redacted]	57.01	228.04 [redacted]				
K.W. WATER TK	24 168	14.50	58.00 24				
75 PETE TRACTOR	20 006	29.14			2½ 4 →		116.56 4
FLAT BED TRL	38 198	6.11			2½ 4 →		24.44 4
K.W. DUMP TK	[redacted]	30.04				180.24 [redacted]	
	42-001	15.05					60.20 4
	20-003	29.14					116.56 4

LOWELL		2											
/ " " ✓	OE-9	4		4									
/ " " ✓	T-4	2		2									
JERRY HARRISON ✓	T-6	6					6						
/ " " ✓	T-4½	2	½			2½							
Jim Richter ✓	OFF SITE	4						4					
TOTAL LABOR		✓	✓		1.0								
		190	9	✓	21.56	✓	✓	✓					

EQUIPMENT	NO.	RATE											
510 HOE w/ 88 HAMMER	54 507	30.97		30.97 1									
510 HOE w/ HOE PACK	54 507	30.97	247.76 8										
MACK WATER TK.	24 166	14.50	72.50 5										
245 CAT HOE	56 307	150.16	600.64 24										
966 CAT LOADER	[redacted]	57.01	228.04 [redacted]										
K.W. WATER TK	24 168	14.50	58.00 24										
75 PETE TRACTOR	80 006	29.14			2½ 24 →		116.56 4						
FLAT BED TRL	38 198	6.11			2½ 24 →		24.44 4						
K.W. DUMP TK	[redacted]	30.04				180.24 [redacted]							
	42-001	15.05					60.20 4						
	30-003	29.14					116.56 4						
TOTAL RENTED HAUL $													
TOTAL COMPANY HAUL $													
TOTAL RENTED EQUIP. $													
TOTAL COMPANY EQUIP. $			✓	30.97		✓	✓						

" " ✓	OE-9	4		4									
" " ✓	T-4	2		2									
JERRY HARRISON ✓	T-6	6					6						
" " ✓	T-4½	2	½			2½							
Jim Richter ✓	OFF SITE	4						4					
TOTAL LABOR		✓	✓		1.0								
		190	9	✓	21.56 ✓	✓	✓	✓					

EQUIPMENT	NO.	RATE										
510 HOE w/88 HAMMER	54 507	30.97		30.97 1								
510 HOE w/HOE PACK	54 507	30.97	247.76 8									
MACK WATER TK.	24 166	14.50	72.50 5									
245 CAT HOE	56 307	150.16	600.64 24									
966 CAT LOADER	[redacted]	57.01	228.04 [redacted]									
K.W. WATER TK	24 168	14.50	58.00 24									
75 PETE TRACTOR	20 006	29.14			2½ 24 →		116.56 4					
FLAT BED TRL	38 198	6.11			2½ 24 →		24.44 4					
K.W. DUMP TK	[redacted]	30.04				180.24 [redacted]						
	42-001	15.05					60.20 4					
	30-003	29.14					116.56 4					
TOTAL RENTED HAUL $												
TOTAL COMPANY HAUL $												
TOTAL RENTED EQUIP. $												
TOTAL COMPANY EQUIP. $			✓	30.97		✓	✓					

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. KEASEY
Construction Engineer

DATE: February 25, 1983

FROM: ALLEN C. HARWOOD
Region Operations Engineer

SUBJECT: NW 14th Avenue - NW 26th Avenue
Contract No. 9550

2 CE K
1 CAE J
3 FOE Doc
OCS
SCS
EEO
4 KM

RECEIVED
FEB 28 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

Enclosed find correspondence on a rather sketchy claim submitted by the contractor on the subject project. The claim involves installation of a storm drain adjacent to a gas line. The gas line is a large diameter, approximately 20", high pressure line.

The contractor contends that the gas lines actual location is closer to the excavation than what he anticipated it to be on the basis of examination of the bidding plans. The gas line did vary in distance from the sewer line, but apparently in all cases was at least 4' or so clear of the sewer line. The contractor proceeded to excavate without shoring and material underneath the gas line started sluffing off into his excavation.

At that point the gas company indicated that they would expect the material above the pipe to be removed so as to not overload the pipe causing failure. Whether the gas company advised the contractor directly to do this work or not is not clear. When the contractor approached Brett Kesterson, Project Manager, Brett indicated some payment may be in order. After checking with us and other people in the City, Brett advised the contractor that extra payment would not be made.

The contractor now claims that had he been advised that extra payment wouldn't be made in the first instance, he would have shored his excavation and the cost of shoring would have been minimal. The contractor feels that as a result of early discussion with Brett he incurred costs over and above what he would have incurred. The contractor cites Section 105.01 "Authority of the Engineer" as a basis for his claim and 104.02, "Alteration of Plans or Character of Work".

The amount claimed by the contractor is what he says that he understood that Brett would be paying for. He says his actual costs are considerably greater than the amount asked. He also concedes that the quantity of excavation and backfill is over stated a little bit. I have asked Brett to check the quantities to the extent that he can.

The only possible basis that I can see for a claim would be that he relied on information or instructions or a committment made by the Project Manager and as a result of that incurred expenses greater than he would have incurred by carrying out the work in a different manner.

125-1387

I really question that. Hatch indicates that to shore the trench would have been negligible cost wise so he feels the total cost for work he had to do in supporting the gas line is the amount that he is entitled to.

My opinion is that he was not required to do anything that was not called for on the plans up to the point where material sluffed off underneath the pipe and he was directed to remove material from over the pipe so as to prevent damage to the pipe. This additional excavation was still a result of his operations. It is my opinion that the contractor has nothing coming.

I would appreciate your comments on this matter prior to responding to the contractor.

Attachments

3-10-83

Al Harwood -

I agree with your opinion that the contractor has nothing coming for this claim. I would suggest that the claim be denied and that you offer to meet with Hatch if he so desires. One item that needs clarification is the extent, if any, that B. Kesterson directed Hatch to remove the material. A clear directive to remove additional material - absent contractor fault or neglect - might very well provide basis for this claim. However, it would appear that, if the situation could have substantially been avoided by the use of shoring & cribbing at a minimal cost, Hatch did not take reasonable steps to mitigate costs or damages to either party and therefore should not recover.

Mike Smith

Letters To Brett Kesterson
on our Claim #3

#16

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

Memo

TO Brett Kesterson
Project Manager
City of Portland, Oregon

DATE 2-22-83
SUBJECT: O.S.H.D. Job #9550
Claim #3

In Closed is the correspondence on This Claim Todate.

Per your Letter asking us if we wish To pursue This Claim, our answer is yes.

We Request That The meeting with The Region Engineer on This Claim be held Monday Feb. 28, 1983 or Sooner if Possible.

Rod Welch
Supt.

MLCC-803-2

224-8533

Speed Message

To Rod Welsh
R.A. Hatch Co.

From Brett
COP

Subject
N.W. 14th AVE-N.W. 26th AVE.
CITY STREET (N.W. FRONT AVE.)
MULTNOMAH COUNTY
CONTRACT NO. 9550 PREFIX NO. 326-1
FAP NO. IX-9300 (6)

Date February 18 1983

Enclosed is a letter from the State dated 2-14-83. Supply the additional information needed to further consider your claims for the sewer work and pot hole patching

Signed Brett D. [illegible]

182

WilsonJones

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

February 14, 1983

In Reply Refer To
File No

City of Portland
Bureau of Streets & Structures
1120 SW Fifth Avenue
Portland, OR 97204

Attn: Brett Kesterson

Re: Contract No. 9550
NW 14th Ave.-NW 26th Ave.

I am returning to you two claim requests by the contractor on the subject project. One being for compensation for extra granular backfill and trench excavation, and the other for pot hole patching.

The contractor's notice of claim must clearly set forth the conditions and grounds on which additional or extra compensation is to be claimed. The notice must be understood at each level of review and include all details involved with the claim.

When you receive the contractor's complete and concise notice of claim(s) and it is determined that the claim cannot be resolved at the Project Manager level and is to be processed to the next level, then you, as the Project Manager, need to write a complete and detailed report concerning the claim and submit through me to the Region Engineer. If the claim cannot be resolved at the Region level then Region will forward to the Construction Office. If the Construction Office denies the claim then the contractor can request a review of the claim by the Claims Review Board.

I believe you know and I know what the claims are about, but as previously stated, in order for the other review levels to understand it, the claim must be clearly spelled out in detail.

If I can be of further assistance, let me know.

M. B. Smith
Liaison Consultant

734 1850

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

December 29, 1982

Oregon State Highway Division
c/o City of Portland
1120 SW 5th Avenue, Room 802
Portland, OR 97204-1971

Attn: Brett Kesterson

Subject: Contract No. 9550
Claim for extra Compensation

Dear Brett:

Your letter of 12-23-82 was received by our office. We still expect compensation as per our 12-20-82 memo. Please set up a meeting with the Region Engineer so that we can resolve this dispute.

We would like to arrange this meeting for Monday, January 10, 1983. Please schedule for us this meeting.

Sincerely,

R. A. HATCH CO.

Rod Welsh
Project Supt.

RW:1st

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

December 23, 1982

R.A. Hatch Company
P. O. Box 6179
Bend, Oregon 97708

RECEIVED
DEC 28 1982

Attention: Rod Welsh

Re: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Contract No. 9550

Dear Mr. Welsh:

This is in reference to your memo of December 20, 1982, claiming extra compensation for granular backfill, trench excavation, and pipe under pavement. I refer you to Section 206.31 of the Standard Specifications which state that "whatever shoring, sheathing and bulkheading may be required to prevent caving, to restrict widths and slopes or to prevent disturbance detrimental to adjacent areas or to other parts of the contract work shall be furnished, placed, and later removed by the contractor".

Since your firm elected to use a "coffin" which does not meet the above requirement, you knew there would be problems holding the trench walls since they would be unsupported. It was your choice of sewer construction that caused the additional caving and, therefore, the additional trench excavation, granular backfill and pipe under pavement outside the meet line area will not be paid for under the contract.

However, in the area near 26th Avenue where you encountered logs, you will be compensated for the entire trench width your firm dug and the granular material needed to backfill the trench. An additional allowance will also be made for pipe under pavement. The reason I am paying you additional for the work at NW 26th, but not along the gas pipe line is because you could not properly shore a trench when logs are present in the trench excavation area. You, therefore, would have been forced to open cut the trench without shoring with the resulting caving and associated problems. However, when logs or other material that would prevent you from properly shoring the trench are not present, I expect you to properly shore the trench or bear the additional cost if you choose not to shore and use a "coffin".

If you disagree with the decision, I will set up a meeting with the Region Engineer so that you can further present your case.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

HAND DELIVERED
JOB SITE

November 16, 1982

R.A. Hatch Company
Attn: Rod Welsh
P.O. Box 6179
Bend, Oregon 97708

Re: NW 14th Avenue - NW 26th Avenue (NW Front Avenue)
Contract No. 9550

Dear Mr. Welsh:

On November 9, 1982 you asked me about payment for extra excavation, backfill, and pipe under pavement. At that time I tentatively agreed to pay for this extra work. However, after checking with various people, it was felt that because of the close proximity of the 24-inch gas main, a contractor would bid the work knowing full well that the area between the storm sewer trench and gas main could not be saved and would have to be removed. Therefore I will only pay for the appropriate bid item as specified in the special provisions with no allowance made for the extra excavation, backfill, or trench width for pipe under pavement.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:mm

82 320th day – 45 days follow

Inspector

7:00

de-water with.
wall and other Services

68 feet
68 feet
136

Vancouver on

WEDNESDAY 17 NOVEMBER

1982 321st day – 44 days follow 9550 – Front Street

– Rain – All Day –

Pumping Ditches

Man Hole coffin here – pouring Man-Hole # ~~24~~ 25.

Installing Pipe 68 ft of 21"
15 ft of 18"

Replacing R.R. Crossing & 17th
finish Saw Cutting Fern Lin

Meet with John Carroll – Dave-Molloy on yard. Need To Remove Sawdust To 2nd Telephone (200 feet) full width in yard then 25 feet – 1/2 of Lot now – Rest at a Latter Date.

Meet Brett K. – Letter on Ex. but he will pay for all Granular Back-fill The full width of ditch. We can go into Stage 1 for The Distance To Remove Viaduct.

312th day — 53 days follow

Tod Leo Plumley —

— Gresham

TUESDAY 9 NOVEMBER

1982 313th day — 52 days follow 9550 Portland

— Clear — Sunny —

Started digging Storm Sewer Line at Sta #61

Gas Line 24" Main — Support when Line Not Holding call gas Co.

plans show 8 ft.

*dug 14 foot Deep for Pipe plus Ex width for Gas Main Line — Brett Agreed To pay Extra Pavement & Ex & Back-fill

— Pushing Sand up in yard —

Jim pick up 950 Loader from Salem
pugmill from Gresham
225 for Clasamot Houck 5 & 6

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

Memo

No. 13

TO Brett Kesterson
Project Manager
City of Portland, Oregon

DATE 2-3-83

SUBJECT: OSHO. Job 9550
claim #3

Per our memo dated 2-1-83, we do wish to pursue this claim to the next step and further it need to be paid for this claim.

Rod Welsh
Supt.

MLCC-800 7

No. # 12

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

Memo

TO Brett Kesterson
Project manager
City of Portland, Oregon

DATE 2-1-83
SUBJECT: O.S.H.D. Job # 9550
Claim # 3.

Per your Agreement and instructions To Patch Roadway not in our work Areas and That we would be paid for The Asphalt patch material at Bid Price, we did The work and we expect payment for The 7.5 Tons of Asphalt mix.

Today after The work had been complete you Refuse To pay us for The Asphalt used, We Therefore file a Claim To pay for This material.

Rod Welsh
Supt.

RESIDENT ENGINEER'S DIARY

PROJECT NAME (SECTION)		CONTRACT NO.
HIGHWAY	COUNTY	PREFIX
RESIDENT ENGINEER		F.A. PROJECT NO.

DATE	THROUGH	DATE

N.W. 14th AVE.-N.W. 26th AVE.
CITY STREET (N.W. FRONT AVE.)
MULTNOMAH COUNTY
CONTRACT NO. 9550 PREFIX NO. 326-1059
FAP NO. IX-9300 (6)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

734-3120 (Rev. 5-81)

Nov. 9, 1982
Talked with Rod Welsh about extra excavation, backfill, pipe under pavement quantities. Rod was concerned about extra quantities because of gas line being so close to storm sewer ditch from MH-21 to MH-24 and MH-24 to MH-28. I told Rod that he may have a valid claim and that I would check with City and State people to see if claim was valid.

Brett I. Kesterson

Nov. 11, 1982
Talked with Burl Bean from City sewer dept. Bean said that contractor had no claim because it would be expected to have sewer ditch cave in when gas line so close to storm sewer ditch. Bean said ground condition were much better than usually found on Front Ave. I told Rod Welsh that I would not pay for extra trench exc, backfill, etc. I told Welsh that I would be able to talk to someone at Region to confirm Burl Beans position.

Brett I. Kesterson

Nov. 15, 1982
I called Mike Smith and Mike agreed with decision not to grant extra compensation to contractor for sewer ditch exc. along gas line.

Brett I. Kesterson

Nov. 16, 1982
Gave letter to Rod Welsh confirming decision not to pay for extra trench exc, backfill, pipe under pavement. Rod asked if I would pay for backfill only or he would have to submit claim for trench exc, backfill, pipe under pavement.

I told Rod I would check with Mike Smith.

Brett J. Kesterson

Nov. 17, 1982

I called Mike Smith and he still agrees with me that ~~their~~ there is no reason to pay the contractor extra for the backfill. I called Rod and told him that he would not get paid for the extra backfill.

Brett J. Kesterson

Dec. 13, 1982

Rod Welsh asked me if he could delete the drop assembly into the existing MH at sta 112+75. and go directly from ~~ext~~ existing MH to MH # 10. I called Dave Singleterry and he O.K'ed design change.

Brett J. Kesterson

Dec. 16, 1982

Survey crew discovered that 24" CSP from existing MH at sta 112+75 to MH # 10 is low at MH # 10. Contractor had problem getting 24" CSP under gas line and over existing 15" CSP. As a result the contractor could not bring 24" CSP up high enough at MH # 10. I called Dave Singleterry and he suggested that the drop assembly be installed in MH # 10 to avoid laying the next run of 24" CSP lower than called for on the plans. Told Rod Welsh to install drop assembly at MH # 10.

Brett J. Kesterson

Jan 10., 1983

Told Hap Taylor to use 6"-2" rock for stabilization instead of 1½"-0 to prevent

4550

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9300(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/5/82

8. FEDERAL ROUTE NUMBER
FAU 9300

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
NW 14th Ave.-NW 28th Ave. (Portland - Front Ave.)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 10/8/82 this will confirm the advance approval date of 10/5/82, contingent upon modification of your project agreement if additional funds are required, to proceed with the actual adjustments relocating the Port of Portland's lumination facilities by Portland General Electric Company on an actual cost basis estimated to be $2,930 Federal Funds $2,490.50.

I approve the agreement with the Port of Portland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
12/17/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Ave. - NW 28th Ave. (Portland - Front Ave.)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 10/8/82 this will confirm the advance approval date of 10/5/82, contingent upon modification of project agreement if additional funds are required, to proceed with the actual adjustments to the Port of Portland's relocation of buried power service lines by Portland General Electric Co. Reimbursement on an actual cost basis estimated to be $6,610 Federal Funds $5,618.50.

I approve the agreement with the Port of Portland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO [illegible]
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 12/17/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9550

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/1/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Ave. - NW 26th Ave. (Portland Front Ave.)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 11/3/82 this will confirm the advance approval date of 11/1/82 to proceed with the actual adjustments to the Port of Portland's water facilities relocation. Reimbursement on an actual cost basis estimated to be $13,532 Federal Funds $11,502 is approved.

I approve the agreement with the Port of Portland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

(Note: Funds for the above authorization have been obligated at PS&E in reserve account.)

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 11/9/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/3/82	FAU 9300	City Street

10. GENERAL LOCATION:
NW 14th Ave. - NW 28th Ave. (Portland Front Ave.)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 11/2/82 this will confirm the advance approval date of 11/3/82 to proceed with the actual adjustments to the City of Portland, Bureau of Water Works water facility relocation. Reimbursement on an actual cost basis estimated to be $191,435 Federal Funds $162,720 is approved.

I approve the agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

(Note: Funds for the above authorization have been obligated at PS&E in reserve account.)

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO
[illegible]
FOR
Info | Ines | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/9/82	G. K. Hosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

November 3, 1982

RECEIVED
TECHNICAL SERVICES
NOV 5 '82
REFER TO

Info	Inves	R/D	D R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
Port of Portland
N.W. 14th Ave.-N.W. 26th Ave. (Portland) Section
FAU 9300 (N.W. Front Avenue)
Multnomah County
Project No. IX-9300(6)

Here is a copy of an estimate of cost to adjust the Port of Portland's water facilities.

A certification prepared by Brett I. Kesterson as to the Port of Portland's rights in the land occupied by their facilities is in our files. The facilities are located on Port of Portland property that is being donated for City street right of way. The City agreed to assume the cost of moving any Port facilities in conflict with the street construction.

The conflict was anticipated. The Port of Portland was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as adjusted facilities will occupy either Port property or City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Port's water facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 1, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $13,532.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

ROW 18-4

November 2, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works, City of Portland
N.W. 14th Ave.-N.W. 28th Ave. (Portland) Section
FAU 9300 (N.W. Front Avenue)
Multnomah County
Project No. IX-9300(6)

Confirmation of your verbal authorization for the Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of November 3, 1982 is requested. An estimate of cost has been received from the Bureau in the amount of $191,435.00. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
November 3, 1982 is approved

C T Christianson

C. T. Christianson, Area Engineer

JMC/llr
cc: Brett I. Kesterson - City of Portland
E. S. Hunter
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
NOV 9 '82
REFER TO
FOR
Info Invest R/D U R [illegible] Act [illegible]

RECEIVED
[illegible] 1982
[illegible] UTILITY UNIT

ROW 18-4

November 2, 1982

RECEIVED
TECHNICAL SERVICES
NOV 5 '82
REFER TO
FOR

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works, City of Portland
N.W. 14th Ave.-N.W. 28th Ave. (Portland) Section
FAU 9300 (N.W. Front Avenue)
Multnomah County
Project No. IX-9300(6)

Here are copies of estimates of cost to adjust the Bureau of Water Works facilities dated March 30,1982 and April 29, 1982. The proposed relocation work is shown on the project plans.

A certification prepared by Brett I. Kesterson as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as this is a City street.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 3, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $191,435.

JMC/DES/llr
Enclosures
cc: E. S. Hunter✓
Jack M. Cartwright
Gary Kennen

H

45

November 1, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Port of Portland
NW 14th Ave.-NW 26th Ave. (Portland) Section
FAU 9300 (NW Front Ave.)
Multnomah County
Project No. IX-9300(6)

Confirmation of your verbal authorization for the Port of Portland to proceed with the relocation of their water facilities in conflict with this project as of November 1, 1982 is requested. An estimate of cost has been received from the Port of Portland in the amount of $13,532. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
November 1, 1982 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: Brett I Kesterson, City of Portland
E. S. Hunter
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
NOV 9 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
1982
UTILITY UNIT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-15-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Ave. - NW 26th Ave. (NW Front Ave.)

11. GENERAL DESCRIPTION OF WORK
Install two 45 foot streetlight only poles for City of Portland at Station 49 + 43 and Station 81 + 06

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 10/5/82 as requested in Mr. Swan's letter of 10/8/82 as being in the public interest for the use of Portland General Electric Co. Forces to proceed with the above work at a TEC of $844 Federal Funds $717.

(Note: Above work is part of Construction costs not a utility relocation)

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

10/22
orig

NOTED
W. E. SCHWARTZ

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

RECEIVED
TECHNICAL SERVICES
OCT 11 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

October 8, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Street Lighting Relocation
Portland General Electric Co.
City of Portland
N.W. 14th Ave.-N.W. 26th Ave. (Portland) Section
FAU 9300 (N.W. Front Ave.)
Multnomah County
Project No. IX-9300(6)

Here is a copy of an estimate of cost to relocate City of Portland street lights facilities dated September 27, 1982, and a sketch showing the relocation.

A certification prepared by Brett I. Kesterson, Project Manager as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 5, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $844.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
J. M. Cartwright
Gary Kennen

9550

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

FILE September 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
   Cascade Highway N. and Sunnyside Road, Clackamas County
   Traffic Signals

   Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
   Various City Streets (Portland), Multnomah County
   Traffic Signals

   Pedestrian signals to be installed on this project.

4. Beaver Creek Road
   Cascade Highway S., Clackamas County
   Grading and Paving

   Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

   Same as No. 1.

5. Lincoln City Pavement Marking Project
Various Highways and Streets, Lincoln County
Pavement Marking

Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
Portland, Multnomah County
Building Demolition

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
NW Front Avenue, Multnomah County
Grading, Paving and Signals

Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
SE 182nd Avenue, Multnomah County
Grading, Paving and Signals

Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
Florence-Eugene Highway, Lane County
Grading and Paving

Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9550

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW 14th Avenue - NW 26th Ave. (Portland Front Avenue)

11. GENERAL DESCRIPTION OF WORK
Grading, paving and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Signing S.F.	$3,500
Temporary Erosion Control	100
on the job Training	800
Signal Controller Testing	2,400

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/31/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,464,884 Federal Funds $2,9~~1~~5,150.
7

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/1/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] Portland

ROAD DESIGN SECTION DES 16

Jon Rose
Federal-aid Specialist

June 8, 1982

Donald R. Adams
Final Design Engineer

N.W. 14th-N.W. 26th Avenue (Portland) Section
FAU 9300 (N.W. Front Avenue)
Multnomah County

Attached are revised title sheets necessary to combine the two projects submitted to us. As shown, these will revise the sheet numbers, beginning and ending stations, and titles.

We have no revisions to the plans except for temporary protection and direction of traffic.

There is no striping shown for two-way on one side. We question the use of the "MERGE LEFT" sign, and temporary barrier is called for in the specs but not shown on the plans.

Specs will not be asking any revisions and Traffic will respond individually.

When the originals are revised as requested by all concerned, have them sent to us for further processing.

DRA:ja

Attachments

DNS:ja

cc Norm Henry
L. E. George
Jack Sullivan

1982 Powell Valley Rd. SE Div. 9551
St. Sec. FAU 9891 (SE 182nd Ave.)
W. of Gresham (Gr, Pav, Sig.) #2

C&A 6737 10-31-78
7-16-81

McGREGOR, TX-LOCUST GROVE GA
U.S.A.

9521

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No. CON

October 26, 1987

Multnomah County
Division of Pulic Works
2115 SE. Morrison
Portland, Oregon 97214

Re: Project Name SE. Division St. - SE. Powell
Fed. Aid No. 1X 9891 (1) (3) (4)
Pool Acct. No. 4640

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 10,402.52 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Jan Henry
Contract Accounting Supervisor

LGIP draw 105

JP:

cc: Oregon State Treasurer
Local Govt. Investment Pool

5-30-87
Anne H. says this letter
will be sent about 11 12 87
G

PROJ[illegible]
MANAGER [illegible]
FA [illegible] PROGRAM [illegible]
OCT
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 11, 1987

COUNTY: Multnomah AGREEMENT NO: 6737 PROJECT NO: IX-9891(1)(3)(4)

CONTRACT NO: 9551 SECTION: S.E. Division St. - S.E. Powell Blvd., S.E. 182nd Avenue

PRELIMINARY ENGINEERING (IX-9891(1) PREFIX NO. 326-1959):

Project Manager ($142.32 Non-Partic.)	$ 2,188.71
P.E. Work by Multnomah County	51,707.83
Final Design	665.75
Bridge Design	44.63
Preliminary Design	182.73
R/W Descriptions	229.37
Region Geology	1,093.81
Traffic Section	475.85
Landscape Section	108.00
R/W Liaison	190.71
Region Utility Liaison	108.23
Audit Services	459.41
Location	44.62
Program Section	246.70
Specifications	2,617.57
Administrative Services	44.39
Environmental Section	2,285.92
R/W Utility Engineer	20.58
Public Hearing Charges	37.40
TOTAL P.E. COST	$ 62,752.21

RIGHT-OF-WAY (IX-9891(3) PREFIX NO. 326-2580):

Net Cost of Land Purchased	$ 44,623.50
Value of Trees, Shrubs, Etc.	11,411.00
Severance & Consequential Damages	6,465.00
Appraisals, Witness Fees, Etc.	6,456.98
Grant to County - 50% of County Cost of Land Acq.	101.57
Title Costs & Recording Fees	2,094.53
Taxes	22.20
Negotiation Expense	9,331.75
Legal	134.81
General Property Management	20.18
Appraisal Review	466.75
Relocation Advisory Assistance	6.83
R/W Description Maps	107.19
R/W Liaison & Relocation Plans	337.09
R/W Office Expense	2,180.56
TOTAL RIGHT-OF-WAY COSTS	$ 83,759.94

CONSTRUCTION (IX-9891(4) PREFIX NO. 326-1060 & 426-1039):

Payment to Contractor ($3,040.00 Non-Partic.)	$1,051,513.74
Interest on Final Payment (Non-Partic.)	1,636.60
SFO #1 Permanent Striping	2,971.00
SFO #2 Permanent Signing	3,669.61
SFO #3 Signal Controller Testing	1,712.00
SFO #4 Temporary Striping	590.38
Construction Engineering by County	143,805.25
Construction Engineering by State	5,324.57
Audit Expense	298.45
Program Section	113.85
Materials Testing ($5,118.39 Non-Partic.)	10,965.69
Field Testing	189.82
Technical Services	1,419.08
Construction Branch	1,479.94
Region Office Charges	432.70
EEO Monitoring Expense	109.70
TOTAL CONSTRUCTION COST	$1,226,232.38

SUMMARY

Total P.E. Cost	$ 62,752.21
Total Right-of-Way Cost	83,759.94
Total Construction Cost	1,226,232.38
TOTAL PROJECT COST	$1,372,744.53
Less Federal Funds:	
P.E.	(53,700.49)
R/W	(71,195.95)
Const.	(1,033,971.78)
COUNTY SHARE	$ 213,876.31
Less Credit for P.E. By County	(7,358.04)
Less Credit for Const. Engr. by County	(21,570.79)
Less R/W Advance Deposits 12-4-81 & 1-20-82	(27,750.00)
Less Const. Advance Deposit 10-12-82	(167,600.00)
REFUND DUE COUNTY	$ 10,402.52

GEZ:me
cc: Jan Henry
Wayne Schulte
LPG Files

1551

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

6-27

STATE VOUCHER NO. CONST

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/01/82
TO 5/23/86

FEDERAL AID PROJECT NO.
IX-9891(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	143,805.25	143,805.25	85%	122,234.46	122,234.46	-0-
580	1,082,427.13	1,072,632.14	85%	911,737.32	911,737.32	-0-
	1,226,232.38	1,216,437.39	85%	1,033.971.78	1,033,971.78	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
6/02/87

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	POWELL VALLEY RD. - S.E. DIVISION ST. (PORTLAND) SECTION FAU 9891 182ND AVE. MULTNOMAH COUNTY					
	Construction Type Code I000 Roadway (Sta. 0+23.94 to Sta. 51+44.92)					
	Final Contract Payment Summary	Lump Sum			$ 970,073.74	
SFO	#1 Permanent Pavement Striping (Multnomah Co.)	All Required			2,971.00	
SFO	#2 Permanent signing (Multnomah Co.)	All Required			3,669.61	
SFO	#4 Temporary pavement striping (Multnomah Co.)	All Required			590.38	
	TOTAL PARTICIPATING TYPE CODE I000				**$ 977,304.73**	
	Type Code Y033 Signals (3 Locations)					
	Final Contract Payment Summary	Lump Sum			$ 78,400.00	
SFO	#3 Signal controller and testing (State)	All Required			1,712.00	
	TOTAL PARTICIPATING TYPE CODE Y033				**$ 80,112.00**	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$1,057,416.73**	
	Construction Engineering					
	State	All Required			$ 14,807.26	
	Multnomah County	All Required			143,805.25	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 158,612.51**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 298.45	
	EEO Monitoring Expense	All Required			109.70	
	TOTAL MISC. PROJECT COST				**$ 408.15**	
	TOTAL PARTICIPATING PROJECT COST				**$1,216,437.39**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 3,040.00	
	Interest on Final Payments	All Required			1,636.60	
	Construction Engineering	All Required			5,118.39	
	NON PARTICIPATING PROJECT COST				**$ 9,794.99**	
	TOTAL PROJECT COST				**$1,226,232.38**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/27/87.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACT BEG	ACT END
	326	1059	948	00 P 1	8.63	83.03	705.23	32	35
	326	1059	948	00 N 9		4.09CR		32	35
			TOT	P1	85.56	5,717.18	2,634,131.78		
			TOT	N1	.33	29.16	393.10		
			TOT	N9	.61CR	56.53CR	.61CR		
			** JOB TOTALS **		85.28 **	5,689.81 **	2,634,524.27 **		
POWELL VALLEY RD-SE DIVISION CONT NO 9551 FA PROJ NOS X10 9891004 100							X10 9291004	STATE	
	326	1060	201	00 P 1	Pay Contr.		1,049,524.71	33	34
	326	1060	201	00 N 1	" "		3,040.00	33	33
	326	1060	204	00 P 1	Ret. Percent Cr.		7,500.00CR	33	34
	326	1060	270	01 P 1	SFO #1		2,971.00	34	34
	326	1060	270	02 P 1	SFO #2		3,669.61	34	34
	326	1060	270	03 P 1	" #3		1,712.00	33	33
	326	1060	270	04 P 1	" #4		590.38	34	34
	326	1060	296	00 N 9	Tr. St.	19,835.07CR	1,076,504.38CR	33	35

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACT BEG	ACT END
	326	1060	297	00 P 1	Tr. Co.		18,522.09	33	33
	325	1060	297	00 N 9	" "		149,0[illegible].21	33	34
	326	1060	298	00 N 9	" Fed.	19,885.07	908,904.08	32	35
	326	1060	900	00 P 1	Const. Engr. 2.06CR	504.58	3,9[illegible].48	32	35
	326	1060	900	03 P 1	" "		56.[illegible]		
	326	1060	915	00 P 1	Audit .12CR	95.40	252.[illegible]9	34	35
	326	1060	920	00 P 1	Prog. Sc.		112.35		34
	326	1060	940	00 P 1	Soils Lab	52.00	7,691.50		35
	326	1060	941	00 P 1	Int "		3,071.09		34
	326	1060	942	00 P 1	Engine "		141.6[illegible]	32	
	326	1060	944	00 P 1	Tech.		1,419.08	32	34
	326	1060	945	00 P 1	Const. 19.89	547.92	1,[illegible]79.94	32	35
	326	1060	946	00 P 1			432.70	32	34
	326	1060	948	00 P 1	Gen Const Engr .15CR	33.46	643.[illegible]	32	35
	326	1060	985	00 P 1	EEO		109.70	32	34
			TOT	P1	17.56	1,233.36	1,088,574.10		
			TOT	N1			3,040.00		
			TOT	N9			18,522.09CR		
			** JOB TOTALS **		17.56 **	1,233.36 **	1,073,392.01 **		
SE STARK-SE DIVISION CONT NO 9577 FA PROJ NOS X10 9877005 100 XI 9877005							X10 9877005	STATE	
	326	1061	201	00 P 1	26,030.84CR	17,189.80CR	526,404.43	33	35
	326	1061	201	00 P 2	26,030.84	26,030.84	26,030.84	35	35
	326	1061	201	00 P 8		7,209.88CR		35	34
	326	1061	201	00 N 1		460.00	460.00	34	34
	326	1061	203	00 P 1		1,650.00	4,250.00CR	33	35
	326	1061	204	00 P 1		[illegible]	[illegible]		

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985         PAGE  411
                                                                                  FISCAL          GRAND TOTAL    ACTIVE YRS
       DESCRIPTION                       PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      TO DATE       BEG   END

  UPRR XING-BIRCH AV SEC 238TH   CONT NO        FA PROJ NOS X10 9877003 100                                       STATE
                                 426     1034     598       00 N 9        2,817.26       2,817.26       35,543.44CR    82    85
                                 426     1034     903       00 P 1                       2,817.25CR     35,548.45      82    85
                                                  TOT       P1                           2,817.25CR     35,548.45
                                                  TOT       N9            2,817.26       2,817.26       35,548.44CR
                                                ** JOB TOTALS **          2,817.26  **        .01  **            01  **

  CHERRY PRK RD                  CONT NO        FA PROJ NOS X10 9880002 100                                       STATE
                                 426     1035     598       00 N 9                         329.47       77,258.15CR    82    85
                                 426     1035     903       00 P 1                         329.47CR     77,258.15      82    85
                                                  TOT       P1                             329.47CR     77,258.15
                                                  TOT       N9                             329.47       77,258.15CR
                                                ** JOB TOTALS **                    **             **              **

  NE GLISAN ST-SE GLENWOOD/39TH CONT NO         FA PROJ NOS X1  9699005 100                                       STATE
                                 426     1036     598       00 N 9                                      84,666.52CR    82    84
                                 426     1036     903       00 P 1                                      84,666.52      82    84
                                                  TOT       P1                                          84,666.52
                                                  TOT       N9                                          84,666.52CR
                                                ** JOB TOTALS **                    **             **              **

  GATEWAY AREA SIGNALS           CONT NO        FA PROJ NOS X10 000C024 100                                       STATE
                                 426     1037     598       00 N 9                      23,885.34CR     43,356.21CR    82    85
                                 426     1037     903       00 P 1                      23,885.34       43,356.21      82    85
                                                  TOT       P1                          23,885.34       43,356.21
                                                  TOT       N9                          23,885.34CR     43,356.21CR
                                                ** JOB TOTALS **                    **             **              **

  N GOING/I-5 FRWY-N GREELEY     CONT NO        FA PROJ NOS X10 9926008 100                                       STATE
                                 426     1038     598       00 N 9                                      56,772.34CR    82    84
                                 426     1038     903       00 P 1                                      56,772.34      82    84
                                                  TOT       P1                                          56,772.34
                                                  TOT       N9                                          56,772.34CR
                                                ** JOB TOTALS **                    **             **              **

  SE DIVISION ST-SE POWELL BLVD CONT NO         FA PROJ NOS X10 9891004 100                                       STATE
                                 426     1039     598       00 N 9                       1,031.93CR    121,797.92CR    82    85
                                 426     1039     903       00 P 1                       1,031.93      121,797.92      82    85
                                                  TOT       P1                           1,031.93      121,797.92
                                                  TOT       N9                           1,031.93CR    121,797.92CR
                                                ** JOB TOTALS **                    **             **              **

  STARK-DIVISION SEC SE 242ND    CONT NO        FA PROJ NOS X10 9877005 100                                       STATE
                                 426     1040     598       00 N 9                       7,214.[illegible]CR   [illegible]CR   [illegible]   [illegible]
```

$1,3211.67

```
                JOB COST SUMMARY RUN ON  08-10-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 08/09/87

                                  CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER       MONTH          DATE
--       -------- ---------- ------       -------      ----------
C09551                       1000                   1,073,392.01 ***
C09551            001        0821                          24.87 Pay cont.
C09551            300        0100                         585.63
C09551            300        1000                      -1,636.60
C09551            349        1000                       1,636.60
ACTIVITY                                                          1,074,002.51 SUBTOTAL

C09551   010      001        0821                         472.48
ACTIVITY   010                                                          472.48 SUBTOTAL

C09551   050      001        0500                          45.66
ACTIVITY   050                                                           45.66 SUBTOTAL

C09551   901      001        7363                          81.90
C09551   901      504        7361                          73.29
ACTIVITY   901                                                          155.19 SUBTOTAL

C09551   908      001        1094                         189.82
ACTIVITY   908                                                          189.82 SUBTOTAL

C09551   940      001        8221                          61.47
C09551   940      598        0521
ACTIVITY   940                                                           61.47 SUBTOTAL

EA         C09551 TOTAL                                           1,074,927.13


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  08-10-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 08/09/87

                                                CREW   MSA          CURRENT         BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----          -------         ----------
C09551   000             001        0821                                        24.87 ✓
OBJ-DETAIL 001  Const Engr.                                                     24.87

C09551   000             300        0100                                     1,636.60
C09551   000             300        1000                                    -1,636.60
OBJ-DETAIL 300  Pay contr.

ACTIVITY      Const. Engr.                                                      24.87 SUBTOTAL ✓  P✓

C09551   000    010      001        0821                                       472.48
OBJ-DETAIL 001                                                                 472.48

ACTIVITY   010  Const. Engr.                                                   472.48 SUBTOTAL  P✓

C09551   000    901      001        7363                                        81.90
OBJ-DETAIL 001                                                                  81.90

C09551   000    901      504        7361                                        73.29
OBJ-DETAIL 504                                                                  73.29

ACTIVITY   901  Proj. Mgr.                                                     155.19 SUBTOTAL  P✓

C09551   000    908      001        1094                                       189.82
OBJ-DETAIL 001                                                                 189.82

ACTIVITY   908  Field Testing                                                  189.82 SUBTOTAL  P✓

C09551   000    940      001        8221                                        61.47
OBJ-DETAIL 001                                                                  61.47

ACTIVITY   940  Materials Test                                                  61.47 SUBTOTAL  P✓

SUB-JOB   000 SUBTOTAL                                                         903.83

C09551   010 N-P                    1000                                     3,040.00 ***
OBJ-DETAIL                                                                   3,040.00

C09551   010-N-P         349        1000                                     1,636.60
OBJ-DETAIL 349  Interest                                                     1,636.60 → N-P✓

ACTIVITY                                                                     4,676.60 SUBTOTAL

C09551   010 N-P 940     598        0521                                     5,118.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  08-10-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 08/09/87

                                             CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 598                                                               5,118.39
ACTIVITY    940  Materials test                                               5,118.39 SUBTOTAL  N-P ✓
SUB-JOB     010 SUBTOTAL                                                      9,794.99

C09551   011                              1000                            1,070,352.01 ***
OBJ-DETAIL                                                                1,070,352.01

C09551   011             300              0100                               -1,050.97
OBJ-DETAIL 300  Pay contr.                                                   -1,050.97   P ✓
ACTIVITY                                                                  1,069,301.04 SUBTOTAL

C09551   011    050      001              0500                                  45.66
OBJ-DETAIL 001                                                                  45.66
ACTIVITY    050  Audit                                                          45.66 SUBTOTAL  P ✓

C09551   011    940      598              0521                               -5,118.39
OBJ-DETAIL 598                                                               -5,118.39
ACTIVITY    940  Materials test                                              -5,118.39 SUBTOTAL  P ✓
SUB-JOB     011 SUBTOTAL                                                  1,064,228.31
EA          C09551 TOTAL                                                  1,074,927.13

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     1

                         JOB COST SUMMARY RUN ON  08-10-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 08/09/87

                                    CREW   MSA          CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
C4261039 011                        0100                             121,797.92 ***
OBJ-DETAIL                                                           121,797.92

C4261039 011             720        1000                                 436.54
OBJ-DETAIL 720                                                           436.54

ACTIVITY                                                             122,234.46 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              122,234.46

C4261039 090                                                         121,797.92 ***
C4261039 090                        0100                           -365,393.76 ***
C4261039 090                        0521                             243,595.84 ***
OBJ-DETAIL

ACTIVITY                                                                        SUBTOTAL

SUB-JOB    090 SUBTOTAL

EA         C4261039 TOTAL                                            122,234.46


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

C171 10/1/85

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Oregon Asphaltic Paving
PO Box 16537
Portland OR 97216

Project No.:

Hwy. Agr. No.:

Contract No.: 9551

Project: Powell Valley Rd. SE Division

Estimate No.: 13F

Period Covered: to 11/4/83

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
13F	Retainage	7500.00		7500.00
	Interest on 6449.03			
	from 5/3/84 – 9/28/85	1636.60		1636.60
	516 days @ 3.1717/day			
	= 1636.60			
	Totals			
	Retained ___ %			
	Total Payments	9136.60		9136.60

Approved by:

Prepared by:

Common Data Elements

Doc. No. ~~RW~~

0,9,2,7,8,5
Month Day Year

Agency 02 Vendor # 0000960744 Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPT
01	240	C09551	001	1000					7500.00	C0955		
02	525	↓	000	↓	349				1636.60			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY MULTNOMAH	CONTRACT NO. C09551	ESTIMATE NO. 13	PREFIX NO'S.	
HIGHWAY FAU 9891 (SE 182ND AVE)	FEDERAL AID PROJECT NO. 1X 9891004			
SECTION POWELL VALLEY RD-SE DIVISION ST				

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	11 MOBILIZATION	LUMP SUM	14000.0000	100.000	14000.00	14000
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	6000.0000	100.000	6000.00	6000
003	11 TEMPORARY SIGNS	SQ FT	7.0000	431.000	3017.00	3017
004	11 TEMPORARY BARRICADES	EACH	60.0000	46.000	2760.00	2760
005	11 FLAGMEN	HOUR	24.0000	1,108.000	26592.00	26592
006	11 CLEARING AND GRUBBING	LUMP SUM	22200.0000	100.000	22200.00	22200
007	11 REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	3000.0000	100.000	3000.00	3000
008	11 GENERAL EXCAVATION	CU YD	4.7000	32,134.780	151033.47	15106
009	11 SAND FILL	CU YD	9.0000	36.000	324.00	32
010	11 EXTRA FOR PAVEMENT REMOVAL	LUMP SUM	2400.0000	100.000	2400.00	2400
011	11 FINISHING ROADBED AND SLOPES	LUMP SUM	4000.0000	100.000	4000.00	4000
012	11 WATERING	M-GAL	10.0000	1,250.000	12500.00	12500
013	11 1"-0 AGGREGATE BASE	TON	6.1000	6,549.380	39951.22	39957
014	11 CEMENT TREATED BASE MIXTURE	TON	7.5600	15,539.020	117474.99	11747
015	11 PORTLAND CEMENT IN CTB MIXTURE	TON	75.0000	832.630	62447.25	6245
016	11 ASPHALT IN SEAL	TON	255.0000	14.040	3580.20	35
017	11 CEMENT TREATED BASE	SQ YD	1.1400	4,318.000	4922.52	492
018	11 CEMENT FOR TREATED BASE	TON	84.0000	125.770	10564.68	1056
020	11 AGGREGATE IN CHIP SEAL	TON	12.0000	10.840	130.08	13
021	11 CLASS F ASPHALT CONC MIXTURE	TON	14.8000	8,401.200	124337.76	12433
022	11 ASPHALT CEMENT IN MIXTURE	TON	170.0000	494.960	84143.20	8436
023	11 ASPHALT IN TACK COAT	TON	250.0000	10.690	2672.50	267
024	11 CONCRETE STAIRWAYS	LIN FT	20.0000	72.000	1440.00	144
025	11 CONCRETE STEPS	LIN FT	10.0000	75.500	755.00	75
026	11 8-INCH SEWER PIPE	LIN FT	10.5000	379.000	3979.50	397
027	11 CONCRETE SUMPS	EACH	840.0000	39.000	32760.00	3276
028	11 CONCRETE INLETS TYPE CG	EACH	305.0000	42.000	12810.00	1281
029	11 SETTING MONUMENT BOXES	EACH	50.0000	3.000	150.00	15
030	11 4-INCH CONCRETE WALKS AND DRIVEWAYS	SQ YD	8.0500	5,348.360	43054.30	4301
031	11 6-INCH CONCRETE DRIVEWAYS	SQ YD	13.0000	1,105.900	14376.70	1453
032	11 CONCRETE CURBS TYPE C	LIN FT	3.0500	10,556.300	32196.72	3219

DATE 10 01 85 NO. 01 C09551	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

MENT VOUCHER

IGHWAY DIVISION

COUNTY	MULTNOMAH
CONTRACT NO.	C09551
ESTIMATE NO.	13
PREFIX NO'S.	
HIGHWAY	FAU 9891 (SE 182ND AVE)
FEDERAL AID PROJECT NO.	1X 9891004
SECTION	POWELL VALLEY RD-SE DIVISION ST

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	14000.0000	100.000	14000.00	14000.00	
RY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
RY SIGNS	SQ FT	7.0000	431.000	3017.00	3017.00	
RY BARRICADES	EACH	60.0000	46.000	2760.00	2760.00	
	HOUR	24.0000	1,108.000	26592.00	26592.00	
G AND GRUBBING	LUMP SUM	22200.0000	100.000	22200.00	22200.00	
OF STRUCTURES ANDO-STRUCTIONS	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
EXCAVATION	CU YD	4.7000	32,134.780	151033.47	151048.04	14.57-
LL	CU YD	9.0000	36.000	324.00	324.00	
OR PAVEMENT REMOVAL	LUMP SUM	2400.0000	100.000	2400.00	2400.00	
NG ROADBED AND SLOPES	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
G	M-GAL	10.0000	1.250.000	12500.00	12500.00	
G-EGATE BASE	TON	6.1000	6,549.380	39951.22	39957.32	6.10-
TREATED BASE MIXTURE	TON	7.5600	15.539.020	117474.99	117475.37	.38-
D CEMENT IN CTB MIXTURE	TON	75.0000	832.630	62447.25	62452.50	5.25-
IN SEAL	TON	255.0000	14.040	3580.20	3580.20	
TREATED BASE	SQ YD	1.1400	4,318.000	4922.52	4922.20	.32
FOR TREATED BASE	TON	84.0000	125.770	10564.68	10564.68	
TE IN CHIP SEAL	TON	12.0000	10.840	130.08	130.08	
ASPHALT CONC MIXTURE	TON	14.8000	8,401.200	124337.76	124337.76	
CEMENT IN MIXTURE	TON	170.0000	494.960	84143.20	84360.80	217.60-
IN TACK COAT	TON	250.0000	10.690	2672.50	2672.50	
E STAIRWAYS	LIN FT	20.0000	72.000	1440.00	1440.00	
E STEPS	LIN FT	10.0000	75.500	755.00	755.00	
SEWER PIPE	LIN FT	10.5000	379.000	3979.50	3979.50	
E SUMPS	EACH	840.0000	39.000	32760.00	32760.00	
E INLETS TYPE CG	EACH	305.0000	42.000	12810.00	12810.00	
MONUMENT BOXES	EACH	50.0000	3.000	150.00	150.00	
CONCRETE WALKS AND DRIVEWAYS	SQ YD	8.0500	5,348.360	43054.30	43015.34	38.96
CONCRETE DRIVEWAYS	SQ YD	13.0000	1,105.900	14376.70	14538.42	161.72-
E CURBS TYPE C	LIN FT	3.0500	10,556.300	32196.72	32196.72	
NO. 01 C09551	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. C09551	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
033	11 CONCRETE CURBS TYPE C	MODIFIED	LIN FT	3.0000	54.600	163.80	163
034	11 EXTRA FOR ASPHALT	APPROACHES	EACH	150.0000	25.000	3750.00	3750
035	11 RECONSTRUCTING SUMPS		EACH	300.0000	1.000	300.00	300
037	11 LAWN CONSTRUCTION		SQ FT	.2700	48.684.000	13144.68	13144
038	10 FURNISHING AND INSTALLINGMAILBOX POSTS		EACH	80.0000	38.000	3040.00	3040
039	11 METAL NOISE BARRIER		SQ FT	14.0600	3.728.000	52415.68	52415
040	11 MASONRY GUNITE RETAINING WALLS		SQ FT	10.2500	5.086.900	52140.73	52140
041	11 TRAF SIGNAL INSTALLATION COMPLETE		LUMP SUM	78400.0000	100.000	78400.00	78 7840
	PRICE AGREEMENT ITEMS						
3001A	11 ON THE JOB TRAINING	94005	HOUR	.8000	92.000	73.60	7
3004A	11 INLET BASIN		EACH	51.7000	42.000	2171.40-	2171
3005A	11 RECONSTRUCT CHAIN LINK	FENCE/GATE	LUMP SUM	534.7500	100.000	534.75	534
3008A	11 LOOPS & LOOP FEEDERS		LUMP SUM	4650.8000	100.000	4650.80	4650
3009A	11 CR TO DEL DETECTOR	LOOPS	LUMP SUM	224.0000+	100.000	224.00+	224
3010A	11 CR TO DEL DETECTOR	LOOPS	LUMP SUM	269.0000+	100.000	269.00+	26
	ADJUSTMENT ITEMS						
6001A	11 NON-SPEC "B" A/C		LUMP SUM	685.0400+	100.000	685.04+	
	FORCE ACCOUNT ITEMS						
801	11 LOOP & FEEDER WIRE					849.09	849
802	11 FILL & GRADE AREA	FOR BARRIER				1484.16	1484

Type Code	"P" Const Cost	"N" Const Cost	Total Cost
I000	970073.74	3,040.00	
Y033	78400.00		
	$1,048,473.74	3040.00	$1,051,513.74

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 10 01 85 PG. 02 C09551	TOTAL CONTRACT ITEMS	1049180.49	1050231
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT	2333.25	2333
ENGINEER OR AUDITOR	TOTAL PAYMENTS	1,051,513.74	

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. C09551	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CURBS TYPE C	MODIFIED	LIN FT	3.0000	54.600	163.80	163.80	
A PHALT	APPROACHES	EACH	150.0000	25.000	3750.00	3750.00	
CTING SUMPS		EACH	300.0000	1.000	300.00	300.00	
TRUCTION		SQ FT	.2700	48.684.000	13144.68	13144.68	
G AND INSTALLINGMAILBOX POSTS		EACH	80.0000	38.000	3040.00	3040.00	
E BARRIER		SQ FT	14.0600	3.728.000	52415.68	52415.68	
UNITE RETAINING WALLS		SQ FT	10.2500	5.086.900	52140.73	52140.32	.41
AL INSTALLATION COMPLETE		LUMP SUM	78400.0000	100.000	78400.00	78 78400.00	
GREEMENT ITEMS							
B TRAINING	94005	HOUR	.8000	92.000	73.60	73.60	
IN		EACH	51.7000	42.000	2171.40	2171.40	
CT CHAIN LINK	FENCE/GATE	LUMP SUM	534.7500	100.000	534.75	534.75	
OOP FEEDERS		LUMP SUM	4650.8000	100.000	4650.80	4650.80	
DETECTOR	LOOPS	LUMP SUM	224.0000-	100.000	224.00-	224.00-	
DETECTOR	LOOPS	LUMP SUM	269.0000-	100.000	269.00-	269.00-	
ENT ITEMS							
"B" A/C		LUMP SUM	685.0400-	100.000	685.04-		685.04-
CCOUNT ITEMS							
EEDER WIRE					849.09	849.09	
AGE AREA	FOR BARRIER				1484.16	1484.16	

"Const Cost   "N" Cont Cost   Total Cost

979073.74   3,040.00

78400.00

1,048,473.74   3040.00 $1,051,513.74

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 02 C09551	TOTAL CONTRACT ITEMS	1049180.49	1050231.46	1050.97-
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	2333.25	2333.25	
	TOTAL PAYMENTS	1,051,513.74		

9551

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-164	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9891(4)
MODIFICATION NUMBER 2	3-1 [illegible]	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,212,591	$ 1,216,391
Federal funds	$ 1,030,702	$ 1,033,932
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19__

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 4, 1987

FEDERAL AID PROJECT NO. IX-9891(4)

POWELL VALLEY RD.-S.E. DIVISION ST. (PORTLAND) SEC.
CITY ST. (182ND AVE.)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 0+23.94 to 51+44.92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 24.00	800	$19,200.00	958.33	$23,000.00

Subtotal including engineering from previous estimate of July 27, 1984		$ 1,123,098.00
	Increase	3,800.00
	Total	$ 1,126,898.00

TYPE CODE Y033
SIGNALS (3 LOCATIONS)

Total, including engineering, from previous estimate of July 27, 1984	$ 89,493.00
Length of Roadway	0.970 mi.
Cost of Roadway Per Mile	$ 1,161,750.52

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	580	$ 1,126,898.00	$ 957,863.00	$ 169,035.00
Signals	580	89,493.00	76,069.00	13,424.00
Total		$ 1,216,391.00	$1,033,932.00	$ 182,459.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09551
Prefix: C326-1959
Prefix: C326-1060
DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-17 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State OREGON County MULTNOMAH Project Number IX-9891(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,188,089.00	$ 1,212,591.00
Federal funds	$ 1,009,875.00	$ 1,030,702.00
Other revisions		

This modification is made for the following reasons: To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 27, 1984

FEDERAL AID PROJECT NO. IX-9891(4)

POWELL VALLEY RD.-SE DIVISION ST. (PORTLAND) SEC.
FAU 9891, 182ND AVENUE
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 0+23.94 to Sta. 51+44.92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	220	$ 1,540.00	431	$ 3,017.00
Watering	10.00	110	1,110.00	1,250	12,500.00
Cement Treated Base Mixture	7.56	14,000	105,840.00	15,539.07	117,475.37
	SUBTOTALS		$108,490.00		$132,992.37

Increase	$ 24,502.37
Subtotal from ~~previously Revised~~ Project Agreement Estimate of October 7, 1982	976,530.20
SUBTOTAL	$1,001,032.57
Engineering	122,065.43
TOTAL	$1,123,098.

TYPE CODE Y033
SIGNALS (3 LOCATIONS)

Total, including Engineering, from Project Agreement Estimate of October 7, 1982 $ 89,493.00

Length of Roadway ---------------------------- 0.970 mi.

Cost of Roadway Per Mile --------------------- $1,157,832.99

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$1,123,098.00	$ 954,633.00	$168,465.00
Signals	89,493.00	76,069.00	13,424.00
TOTAL	$1,212,591.00	$1,030,702.00	$181,889.00

Group 1: 100%
Contract No. 9551
Prefix: 326-1959
Prefix: 326-1060

WH:pf

.9551

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11 - 31	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 11 - 4 - 82 **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. IX-9891(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powell Valley Rd.-S.E. Division St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-82	0.970
OTHER *(Specify)*		

FUNDS PRO-RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$1,188,089.00	$1,009,875.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1982

Federal-Aid Project
No. IX-9891(4)

Powell Valley Rd.-S.E. Division St. (Portland) Sec.
FAU 9891, 182nd Ave.
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 0+23.94 to Sta. 51+44.92)

Mobilization		All Required	$ 14,000.00
Temporary Protection and Direction of Traffic		All Required	6,000.00
Temporary Signs	220 Sq. Ft.	7.00	1,540.00
Temporary Barricades	40 Each	60.00	2,400.00
Flagmen	800 Hour	24.00	19,200.00
Clearing and Grubbing		All Required	22,200.00
Removal of Structures and Obstructions		All Required	3,000.00
General Excavation	31,420 Cu. Yd.	4.70	147,674.00
Sand Fill	100 Cu. Yd.	9.00	900.00
Extra for Pavement Removal		All Required	2,400.00
Finishing Roadbed and Slopes		All Required	4,000.00
Watering	110 M-Gal.	10.00	1,100.00
1"-0 Aggregate Base	6,300 Ton	6.10	38,430.00
Cement Treated Base Mixture	14,000 Ton	7.56	105,840.00
Portland Cement in CTB Mixture	770 Ton	75.00	57,750.00
Asphalt in Seal	45 Ton	255.00	11,475.00
Cement Treated Base	20,600 Sq. Yd.	1.14	23,484.00
Cement in Treated Base	350 Ton	84.00	29,400.00
Asphalt in Chip Seal	22 Ton	200.00	4,400.00
Aggregate in Chip Seal	180 Ton	12.00	2,160.00
Class "B" Asphalt Concrete Mixture	8,700 Ton	14.80	128,760.00
Asphalt Cement in Mixture	520 Ton	170.00	88,400.00
Asphalt in Tack Coat	10 Ton	250.00	2,500.00
Concrete Stairways	81 Lin. Ft.	20.00	1,620.00
Concrete Stops	18 Lin. Ft.	10.00	180.00
8-inch Sewer Pipe	290 Lin. Ft.	10.50	3,045.00
Concrete Sumps	39 Each	840.00	32,760.00

Concrete Inlets, Type CG	42	Each	305.00	12,810.00
Setting Monument Boxes	3	Each	50.00	150.00
4-inch Concrete Walks and Driveways	5,500	Sq. Yd.	8.05	44,275.00
6-inch Concrete Driveways	1,120	Sq. Yd.	13.00	14,560.00
Concrete Curbs, Type "C"	9,300	Lin. Ft.	3.05	28,365.00
Concrete Burbs, Type "C" Modified	35	Lin. Ft.	3.00	105.00
Extra for Asphalt Approaches	20	Each	150.00	3,000.00
Adjusting Sumps	2	Each	80.00	160.00
Reconstructing Sumps	1	Each	300.00	300.00
Lawn Construction	36,700	Sq. Ft.	0.27	9,909.00
Metal Noise Barrier	3,720	Sq. Ft.	14.06	52,303.20
Masonry Gunite Retaining Walls	3,900	Sq. Ft.	10.25	39,975.00
				$ 960,530.20

Anticipated Items

Permanent Signing	All Required	$ 7,500.00
Permanent Pavement Striping	All Required	5,000.00
Temporary Pavement Striping	All Required	1,700.00
Temporary Erosion Control	All Required	1,000.00
On-the-job Trainees (1-1,000 x $0.80)	All Required	800.00
		$ 16,000.00
	SUBTOTAL	$ 976,530.20
	Engineering	122,065.80
	TOTAL	$1,098,596.00

Type Code Y033
Signals (3 Locations)

Traffic Signal Installation, Complete	All Required	$ 78,400.00
		$ 78,400.00

Anticipated Items

Signal Controller Testing	All Required	$ 1,050.00
"OPTICOM" Testing	All Required	100.00
		$ 1,150.00
	SUBTOTAL	$ 79,550.00
	Engineering	9,943.00
	TOTAL	$ 89,493.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$1,098,596.00	$ 933,806.00	$ 164,790.00
Signals	89,493.00	76,069.00	13,424.00
TOTAL	$1,188,089.00	$1,009,875.00	$ 178,214.00

Group 1 95%; Group 8 5%
Contract No. 9551
Prefix: 326-1959
Prefix: 326-1060

Powell Valley Rd.-S.E. Division St. (Portland) Sec.
(non-participating work)

Furnishing and Installing Mailbox Posts	40 Each	80.00	$ 3,200.00

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: March 13, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligation of federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

Federal Aid Project No.	Project No.	Type Work	Current Obligation	Present Estimate	Cost Increase
IX-27-2(17)	Beaverton/Tigard Hwy. Intch.	Const.	$6,805,060	$6,931,194	$126,134
IX-9891(4)	Powell Valley Rd.-SE Division St. Sec.	Const.	1,030,702	1,033,932	3,230
IX-9022(8)	Hillsboro ECL-Cornelius Pass Rd.	P.E.	288,958	327,208	38,250
IX-32(17)	T.V. Hwy. @ S.W. 185th Ave. (Aloha) Sec.	Const.	858,323	970,866	112,543
IX-9300(9)	N.W. Glisan St.-N.W. Couch St. Sec.	P.E.	211,182	219,503	8,321
IX-68(9)	Banfield Corridor Traffic Monitoring	P.E.	169,893	183,459	13,566
IX26 (20)	Union/Grand Ave. Viaduct-SE River Rd	PE .	389,570	654,004	92,155

R/W

(ORIGINAL)

(326.2[illegible]

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

STATE OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 2-18-81 TO 6-4-86

FEDERAL AID PROJECT NO. IX-9891(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	$10,000.00	$10,000.00	85%	$ 8,500.00	$ 8,500.00	-0-
772	$73,759.94	$73,759.94	85%	$62,695.95	$62,695.95	-0-
	$83,759.94	$83,759.94	85%	$71,195.95	$71,195.95	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY OREGON

DATE 6-19-86

SIGNATURE OF AUTHORIZED OFFICIAL CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. DIVISION ST. - S.E. POWELL BLVD. SECTION MULTNOMAH COUNTY					
	Type Code ROW					
	Right-of-Way					
	Right-of-Way					
	580 $10,000.00					
	772 52,499.50	All Required			$62,499.50	
	TOTAL R/W COSTS				$62,499.50	
	Acquisition Expense (772)	All Required			$21,260.44	
	TOTAL PARTICIPATING COSTS				$83,759.94	
	Totals are as of the FHWA billing voucher Dated 6-4-86.					
	Revised Plans were approved by FHWA on 4-24-86.					
	Participating Costs are for Right-of-Way actually incorporated in the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD					

GPO 944 891

11/15/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C3262580	010	020	598	0521	
C3262580	010	020	598	0521	
C3262580	010	020	598		
C3262580	010	020			
C3262580	010	Training Courses			
C3262580	011	910	001	7111	
C3262580	011	910	001	7111	
C3262580	011	910	001		
C3262580	011	910	504	7111	
C3262580	011	910	504	7111	
C3262580	011	910	504		
C3262580	011	910			
C3262580	011	R/W Description Maps			
C3262580					

```
   JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED


 CREW       MSA             CURRENT                   CURRENT
NUMBER     FIELD             MONTH                    BALANCE

 0521                                  .00                       1.56-
 0521                                  .00                       1.56-

                                       .00                       1.56-

                                       .00                       1.56-

                                       .00                       1.56-  ✓

 7111                                  .00                     106.07
 7111                                  .00                     106.07

                                       .00                     106.07

 7111                                  .00                       1.12
 7111                                  .00                       1.12

                                       .00                       1.12

                                       .00                     107.19

os                                     .00                     107.19  ✓

                                       .00                     105.63
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                          FISCAL          GRAND TOTAL
                                                                                             TO DATE
      DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       166,499.00
                           326   2577      405    00 P 1        2.98          174.02       55,988.55
                           326   2577      407    00 P 1                                    1,649.45
                           326   2577      409    00 P 1        3.88          329.57       10,443.28
                           326   2577      412    00 P 1                                    3,158.49
                           326   2577      413    00 P 1                                    2,035.04
                           326   2577      413    00 N 1         .84CR        250.21       35,309.72
                           326   2577      414    00 P 1                                    1,084.78
                           326   2577      415    00 P 1                                    5,600.00CR
                           326   2577      419    00 P 1                                      112.48
                           326   2577      419    00 N 1                                       44.25
                           326   2577      420    00 P 1                                    1.000.00CR
                           326   2577      420    00 N 1                                    5,454.91
                           326   2577      426    00 P 1                                   28,863.96
                           326   2577      426    00 N 1                                    1,053.51
                           326   2577      428    00 P 1                                    4,085.92
                           326   2577      430    00 P 1                                       30.34
                           326   2577      470    00 P 1                                   14.847.00
                           326   2577      707    00 P 1                                    1,317.00
                           326   2577      712    00 P 1                                       25.00
                           326   2577      713    00 P 1                                       80.70
                           326   2577      903    00 P 1         57CR         124.53          480.35
                           326   2577      913    00 P 1         17CR          38.35          202.68
                           326   2577      920    00 P 1       83.41         219.93        8,881.24
                           326   2577      930    00 P 1                                      421.41
                           326   2577      950    00 P 1                                      208.00
                           326   2577      960    00 N 1      188.69        1,236.61    1,295,286.98
                                           TOT       P1                                    33,619.48
                                           TOT       N1      188.69 **     1,236.61 ** 1,328,906.46 **
                                        ** JOB TOTALS **
                                                                                                    STATE
WEST BURNSIDE-SW TICHNER   CONT NO     * FA PROJ NOS XI  9326007 100                   12,321.11
                            326   2578      295    00 N 9                               82,140.72CR
                            326   2578      296    00 N 9                               69,819.61
                            326   2578      298    00 N 9                               42,500.00
                            326   2578      401    00 P 1                               37,500.00
                            326   2578      405    00 P 1                                  790.46
                            326   2578      407    00 P 1                                  455.09
                            326   2578      412    00 P 1                                   54.05
                            326   2578      413    00 P 1                                   71.07
                            326   2578      414    00 P 1                                  299.76
                            326   2578      426    00 P 1                                   60.02
                            326   2578      913    00 P 1                                   15.77
                            326   2578      920    00 P 1                                  394.50
                            326   2578      930    00 P 1                               82,140.72
                                            TOT       P1                                82,140.72 **
                                         ** JOB TOTALS **              **            **
                                                                                                    STATE
SE DIVISION-SE POWELL      CONT NO      FA PROJ NOS X10 9891003 100 X10 9891003     581.06    84,743.63CR
                            326   2580      296    00 N 9  Tr. St.
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE ,985 PAGE 1345

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	2580	297	00	N	9	Tr. Co.	583.33CR	13,644.60	
	326	2580	298	00	N	9	" Fed.	2.27	71,099.03	
	326	2580	401	00	P	1	Net Cost Land Purch		34,623.50	
	326	2580	401	00	P	2	"		10,000.00	
	326	2580	404	00	P	1	Value of Trees, Shrubs, Etc.		11,411.00	
	326	2580	405	00	P	1	Severance & Conseq. Damages		6,465.00	
	326	2580	407	00	P	1	Appraisals, Witness Fees, Etc.		6,456.98	
	326	2580	409	00	P	1	Grant to Co to		101.57	
	326	2580	412	00	P	1	Title Costs & Recording Fees		2,094.53	
	326	2580	413	00	P	1	Taxes		22.20	
	326	2580	414	00	P	1	Negotiation Exp.		9,331.75	
	326	2580	426	00	P	1	Legal		134.81	
	326	2580	428	00	P	1	Gen Prop. Mgmt.		20.18	
	326	2580	430	00	P	1	Appr. Rev.		466.75	
	326	2580	470	00	P	1	Reloc. Adv. Ass. 6.83	6.83	6.83	
	326	2580	913	00	P	1	R/W Liaison & Reloc. Plans		337.09	
	326	2580	930	00	P	1	R/W Offi Exp.		2,180.56	
	326	2580	950	00	N	1	Training 1.56	581.77CR	1.56	
			TOT	P1			6.83	6.83	73,652.75	
			TOT	P2					10,000.00	
			TOT	N1			1.56	581.77CR	1.56	
			** JOB TOTALS **				8.39 **	574.94CR**	83,654.31 **	
NW 29TH AV-NW 24TH AV	CONT NO		FA PROJ NOS X10 9302002 100							STATE
	326	2581	296	00	N	9	3,944.45CR	8,175.68CR	33,044.20CR	
	326	2581	298	00	N	9	3,944.45	8,175.68	33,044.20	
	326	2581	401	00	P	1	100.00	100.00	5,500.00	
	326	2581	404	00	P	1	500.00	500.00	500.00	
	326	2581	405	00	P	1	3,500.00	3,500.00	3,500.00	
	326	2581	407	00	P	1	11.24CR	3,395.99	19,016.90	
	326	2581	409	00	P	1	75.52	75.52	146.25	
	326	2581	412	0C	P	1	6.85	62.09	779.13	
	326	2581	413	00	P	1			44.16	
	326	2581	414	00	P	1	17.79	1,630.06	5,849.17	
	326	2581	415	00	P	1			29.52	
	326	2581	426	00	P	1			1,155.23	
	326	2581	430	00	P	1	.53CR	117.17	731.94	
	326	2581	913	00	P	1	.20CR	43.39	47.20	
	326	2581	920	00	P	1			16.93	
	326	2581	930	00	P	1	17.99	136.65	1,502.17	
	326	2581	950	00	P	1	.73CR	162.38	162.38	
			TOT	P1			4,205.45	9,723.25	38,980.98	
			** JOB TOTALS **				4,205.45 **	9,723.25 **	38,980.98 **	
POWELL BLVD-HEINEY RD	CONT NO		FA PROJ NOS X10 9867007 75 X10 9867007 25							STATE
	326	2586	295	00	N	9	4,891.23	5,222.79	19,772.79	
	326	2586	296	00	N	9	110,355.68CR	127,737.44CR	261,429.62CR	

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 580

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9891-003									
F02383									
C3262580-021	10,000.00	8,500.00	10,000.00						
AGREEMENT TOTALS	10,000.00	8,500.00	10,000.00	85.00	8,500.00	8,500.00	.00		.00
FED PROJ TOTALS	10,000.00	8,500.00	10,000.00		8,500.00	8,500.00	.00		.00
FEDERAL PROJECT: X10 -9891-004									
F02277									
C09551 -000	10,040.43	.00	2,540.43						
C09551 -010	3,040.00	.00	.00						
C09551 -011	1,069,301.04	908,467.54	1,069,301.04						
AGREEMENT TOTALS	1,082,381.47	908,467.54	1,071,841.47	85.00	908,467.54	911,065.25	2,597.71	B	.00
F02661									
C4261039-011	143 805.25	122,234.46	143,805.25						
AGREEMENT TOTALS	143,805.25	122,234.46	143,805.25	85.00	122,234.46	122,234.46	.00		.00
FED PROJ TOTALS	1,226,186.72	1,030,702.00	1,215,646.72		1,030,702.00	1,033,299.71	2,597.71	B	.00
FEDERAL PROJECT: X10 -9917-001									
F01363									
C1261910-000	34,745.34	25,190.30	34,745.34						
C1261910-001	30.00	.00	.00						
C1261910-010	100.00	.00	.00						
C1261910-011	71,875.58	65,437.48	71,875.58						
AGREEMENT TOTALS	106,750.92	90,627.78	106,620.92	85.00	206,975.00	90,627.78	.00		.00
F04229									
C4261976-011	2,639.07	2,243.21	2,639.07						
AGREEMENT TOTALS	2,639.07	2,243.21	2,639.07	85.00	5,950.00	2,243.21	.00		.00
FED PROJ TOTALS	109,389.99	92,870.99	109,259.99		212,925.00	92,870.99	.00		.00
FEDERAL PROJECT: X10 -9926-006									
F02377									

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9877-004									
F02382									
FED PROJ TOTALS	19,968.98	18,843.60	19,968.98		18,843.60	18,843.60	.00		.00
FEDERAL PROJECT: XIO -9891-003									
F02382									
C3262580-010	.00	.00	.00						
C3262580-011	73,759.94	62,695.95	73,759.94						
AGREEMENT TOTALS	73,759.94	62,695.95	73,759.94	85.00	62,695.95	62,695.95	.00		.00
FED PROJ TOTALS	73,759.94	62,695.95	73,759.94		62,695.95	62,695.95	.00		.00
FEDERAL PROJECT: XIO -9926-002									
F02346									
C3261966-021	39,512.84	33,585.91	39,512.84						
AGREEMENT TOTALS	39,512.84	33,585.91	39,512.84	85.00	33,585.91	33,585.91	.00		.00
FED PROJ TOTALS	39,512.84	33,585.91	39,512.84		33,585.91	33,585.91	.00		.00
FEDERAL PROJECT: XIO -9926-006									
F02376									
C3262571-021	125,000.00	106,250.00	125,000.00						
AGREEMENT TOTALS	125,000.00	106,250.00	125,000.00	85.00	106,250.00	106,250.00	.00		.00
FED PROJ TOTALS	125,000.00	106,250.00	125,000.00		106,250.00	106,250.00	.00		.00
FEDERAL PROJECT: XIO -9926-007									
F02252									
C09380 -000	13.85	.00	13.85						
C09380 -010	26,788.25	.00	.00						
C09380 -011	1,560,414.49	1,326,364.09	1,560,414.49						
AGREEMENT TOTALS	1,587,216.59	1,326,364.09	1,560,428.34	85.00	1,414,253.00	1,326,364.09	.00		.00
F02253									
C09380 -080	26.71	.00	.00						

STATE COPY

jc cc: 0[illegible] (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 22	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT May 20, 1986	REPORT MADE BY James Klamerus, Highway Engineer Trainee		PROJECT NO. IX-9891(4)
COMPLETION DATE (Actual) 11/4/83	ACCEPTANCE DATE BY CONRTACT AGENCY August 28, 1985	TIME ELAPSED 278 CWD 93 %	CONTRACT TIME Phase A - 30 workdays Phase B - 300 workdays

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POWELL VALLEY ROAD - S. E. DIVISION STREET
FAU 9891 (S. E. 182ND AVENUE)
Grading, Paving & Signals

This project provided for widening the previous two lane roadway to four lanes with curbs and sidewalks. The project also provided for the appropriate revisions in traffic signals.

The authorization for this project was $1,191,690. The final cost of the project is $1,184,715.

Time and cost were underrun on this project. The workmanship was noted as being exceptional by FHWA.

The project appears to have been constructed well within conformance of the contract requirements and acceptance is recommended.

- JMK -

RECEIVED
STATE HWY ENGR
MAY 29 '86
REFER TO
FOR
Info | Invs | R/E

ug
5/30

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE G.K. Hassner	
TITLE Area Engineer James M. Klamerus Highway Engineer Trainee	DATE 5-22-86	TITLE Field Operations Engineer	DATE 5/23/86

9551

N

September 5, 1985

CON 5
#9551

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9551 awarded to Oregon Asphaltic Paving Co. for work on the Powell Valley Road-S.E. Division Street Section of FAU 9891 in Multnomah County was completed on April 3, 1984 and accepted by the State Highway Division on August 28, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 10, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

arc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Al Harwood

NOTED ON CARD
9-5-85 ar

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 27, 1984

FEDERAL AID PROJECT NO. IX-9891(4)

POWELL VALLEY RD.-SE DIVISION ST. (PORTLAND) SEC.
FAU 9891, 182ND AVENUE
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

[illegible]E CODE 1000
ROADWAY (Sta. 0+23.94 to Sta. 51+44.92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	220	$ 1,540.00	431	$ 3,017.00
Watering	10.00	110	1,110.00	1,250	12,500.00
Cement Treated Base Mixture	7.56	14,000	105,840.00	15,539.07	117,475.37
	SUBTOTALS		$108,490.00		$132,992.37

Increase	$ 24,502.37
Subtotal from ~~previously Revised~~ Project Agreement Estimate of October 7, 1982	976,530.20
SUBTOTAL	$1,001,032.57
Engineering	122,065.43
TOTAL	$1,123,098.0

TYPE CODE Y033
SIGNALS (3 LOCATIONS)

Total, including Engineering, from Project Agreement Estimate of October 7, 1982 $ 89,493.00

Length of Roadway ============================ 0.970 mi.

Cost of Roadway Per Mile ====================== $1,157,832.99

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$1,123,098.00	$ 954,633.00	$168,465.00
Signals	89,493.00	76,069.00	13,424.00
TOTAL	$1,212,591.00	$1,030,702.00	$181,889.00

Group 1: 100%
Contract No. 9551
Prefix: 326-1959
Prefix: 326-1060

WH:pf

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 26, 1984

FEDERAL AID PROJECT NO. IX-24(29)

S.E. 82ND AVE.-S.E. 92ND AVE.
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

PE CODE 6204
ROADWAY (Sta. 293+49 to Sta. 319+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "B" Asphalt Concrete Mixture	\$ \$ 18.00	2,950	\$ 53,100.00	3,770	\$ 67,860.00	
	SUBTOTALS		\$ 53,100.00		Increase	\$ 14,760.00
	Subtotal from previously Revised Project Agreement Estimate of February 4, 1983					938,808.78
					SUBTOTAL	\$ 953,568.78
					Engineering	137,301.22
					TOTAL	\$1,090,870.00

TYPE CODE Y031
GNALS

Total the same as previous estimate of February 4, 1983 $ 128,890.00

Length of Roadway ---------------------------- 0.468 mi.

Cost of Roadway Per Mile ---------------------- $2,373,641.03

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	772	$ 978,486.00	$ 831,713.00	$146,773.00
Roadway	580	112,384.00	95,526.00	16,858.00
Signals	772	128,890.00	109,556.00	19,334.00
TOTAL		$1,219,760.00	$1,036,795.00	$182,965.00

Group 1: 96%; Group 8: 4%
Contract No. 9345
Prefix: 26-1017

WH:pf

9551

(ORIGINAL)

326-1959
426-1930

FORM APPROVED BY
COMPTROLLER-GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-29-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO. PE

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/22/78
TO 8/31/82

FEDERAL AID PROJECT NO.
IX-9891(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$51,707.83	$51,707.83	85.77%	$44,349.79	$44,349.79	$ 0.00
11,044.38	10,902.06	85.77%	9,350.70	9,350.70	0.00
$62,752.21	$62,609.89	85.77%	$53,700.49	$53,700.49	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/29/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Division-S.E. Powell Blvd. Section City St. in Multnomah County					
	Preliminary Engineering Type Code P.E.					
	Work by DBH Acoustics, Inc.	All Required			$ 4,556.49	
	Work by Multnomah County	All Required			47,151.34	
	State	All Required			10,442.65	
	Total Participating Preliminary Engineering				$62,150.48	
	Misc. Project Cost					
	Audit Expense	All Required			459.41	
	Total Participating Project Cost				$62,609.89	
	Nonparticipating Project Cost					
	State	All Required			142.32	
	Total Project Cost				$62,752.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/5/84.					
	AMOUNT CARRIED FORWARD .					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JANUARY 1984         PAGE  708
                                                                              FISCAL           GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE

                                                                                                          STATE
  SPRR XING @ 9TH (PORTLAND)    CONT NO     * FA PROJ NOS RR00000S029 100                           584. 39CR
                                   326    1955      296     00 N 9                                     584. 39
                                   326    1955      298     00 N 9                                       4. 43
                                   326    1955      901     00 P 1                                       6. 90
                                   326    1955      901     00 N 1                                      84. 79
                                   326    1955      905     00 P 1                                     245. 56
                                   326    1955      906     00 P 1                                     301. 12
                                   326    1955      907     00 P 1                                      13. 42
                                   326    1955      926     00 P 1                                     649. 32
                                                    TOT     P1                                           6. 90
                                                    TOT     N1                                         656. 22
                                             ** JOB TOTALS **                  **             **       656. 22  **

                                                                                                          STATE
  BN&PTR RRXING@NW17 PORTLAND   CONT NO       FA PROJ NOS RRO 000S048 100                 . 26          385. 16CR
                                   326    1958      296     00 N 9                        . 26CR        385. 16
                                   326    1958      298     00 N 9                                       60. 86
                                   326    1958      905     00 P 1                                     129. 56
                                   326    1958      911     00 P 1                                      15. 53
                                   326    1958      920     00 P 1                                     222. 01
                                   326    1958      932     00 P 1                                     427. 96
                                                    TOT     P1                                         427. 96
                                             ** JOB TOTALS **                  **             **       427. 96  **

                                                                                                          STATE
  SE DIVISION-POWELL BLVD       CONT NO      * FH PROJ NOS XI  9891001 100                256. 90       9, 350. 70CR
                                   326    1959      296     00 N 9 Tr. St.   459. 52       256. 90CR     9, 350. 70
                                   326    1959      298     00 N 9  " Fed    459. 52CR     103. 57CR     2, 046. 39
                                   326    1959      901     00 P 1 Proj. Mgr.                              142. 32
                                   326    1959      901     00 N 1                         5. 40CR        665. 75
                                   326    1959      905     00 P 1 [illegible] Des                          44. 63
                                   326    1959      906     00 P 1 Br. Des.                                182. 73
                                   326    1959      907     00 P 1 Fic. Des.                               229. 37
                                   326    1959      909     00 P 1 [illegible] Desc.                    1, 093. 81
                                   326    1959      910     00 P 1 Eng Geol.                               475. 85
                                   326    1959      911     00 P 1 Tr. Sec                                 108. 00
                                   326    1959      912     00 P 1 Landsc Sec                              190. 71
                                   326    1959      913     00 P 1 [illegible] Liais                       108. 23
                                   326    1959      914     00 P 1 Reg Ut. Liais.                          459. 41
                                   326    1959      915     00 P 1 Audit                                    44. 62
                                   326    1959      918     00 P 1 Loc.                                    246. 70
                                   326    1959      920     00 P 1 Proa. Sec              406. 16CR     2, 617. 57
                                   326    1959      921     00 P 1 Specs                                    44. 39
                                   326    1959      922     00 P 1 Adm. Serv.                           2, 285. 92
                                   326    1959      923     00 P 1 Env. Sec.               20. 63CR         20. 58
                                   326    1959      932     00 P 1 [illegible] Utility [illegible]        37. 40
                                   326    1959      980     00 P 1 Public Hearing [illegible]  535. 76CR  10, 902. 06
                                                    TOT     P1                                         142. 32
                                                    TOT     N1                                      11, 044. 38
                                             ** JOB TOTALS **                  **         535. 76CR**  11, 044. 38  **
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JANUARY 1984        PAGE  734
                                                                         FISCAL         GRAND TOTAL
     DESCRIPTION                PREFIX FUNCTION SUB F. GR CURRENT MONTH   YEAR TO DATE     TO DATE

                                                                                                      STATE
NW THURMAN-SW COL ST       CONT NO      * FA PROJ NOS XI  0000008 100 X10 0000008
                               426   1927     598     00 N 9                               45,409.12CR
                               426   1927     903     00 P 1                               34,800.00
                               426   1927     903     00 P 2                               10,609.12
                                              TOT     P1                                   34,800.00
                                              TOT     P2                                   10,609.12
                                              TOT     N9                                   45,409.12CR
                                          ** JOB TOTALS **           **           **                 **

                                                                                                      STATE
NE 242ND-TROUTDALE RD      CONT NO      * FA PROJ NOS XI  9280001 100
                               426   1928     598     00 N 9                               38,929.01CR
                               426   1928     903     00 P 1                               38,929.01
                                              TOT     P1                                   38,929.01
                                              TOT     N9                                   38,929.01CR
                                          ** JOB TOTALS **           **           **                 **

                                                                                                      STATE
UPRR XING-BIRCH AVE        CONT NO      * FA PROJ NOS XI  9877001 100 X10 9877001
                               426   1929     598     00 N 9                               28,855.74CR
                               426   1929     903     00 P 1                               25,700.00
                               426   1929     903     00 P 2                                3,155.74
                                              TOT     P1                                   25,700.00
                                              TOT     P2                                    3,155.74
                                              TOT     N9                                   28,855.74CR
                                          ** JOB TOTALS **           **           **                 **

                                                                                                      STATE
SE DIVISION-SE POWELL BLVD CONT NO      * FA PROJ NOS XI  9891001 100
                               426   1930     598     00 N 9                      746.62CR  44,349.79CR
                               426   1930     903     00 P 1                               44,349.79
                                              TOT     P1                                   44,349.79
                                              TOT     N9                          746.62CR  44,349.79CR
                                          ** JOB TOTALS **           **           746.62CR**         **

                                                                                                      STATE
- COLUMBIA-NE WEIDLER      CONT NO      * FA PROJ NOS XI  9809001 100
                               426   1931     598     00 N 9                               78,149.31CR
                               426   1931     903     00 P 1  Pay. Loc Govt.               78,149.31
                                              TOT     P1                                   78,149.31
                                              TOT     N9                                   78,149.31CR
                                          ** JOB TOTALS **           **           **                 **

                                                                                                      STATE
SW 65TH-SW CAPITOL HWY     CONT NO        FA PROJ NOS XI  9228002 100
                               426   1932     598     00 N 9      1,171.49CR     3,167.83CR  19,112.30CR
                               426   1932     903     00 P 1      1,171.49       1,936.04    19,112.30
                                              TOT     P1          1,171.49       1,936.04    19,112.30
                                              TOT     N9          1,171.49CR     3,167.83CR  19,112.30CR
                                          ** JOB TOTALS **           **          1,231.79CR**        **
```

```
                                                                        1496,448.99   1496,448.99

 326-1020 1  XI  -9822-005  1634,200.00  1836,190.06  1760,528.22   85.00  1496,448.99   1496,448.99

 326-1028 1  XI  -9823-001   124,853.00   157,695.01   157,133.49   85.00   133,563.47    124,853.00   8,710.47 B
>326-1929 1  XI  -9823-001     2,300.00     2,675.98     2,675.98   85.80     2,295.99      2,295.99
>426-1906 1  XI  -9823-001    14,000.00    13,981.20    13,981.20  100.00    13,981.20     13,981.20
>326-2558 1  XI  -9823-001    55,250.00   118,344.29    78,461.28   85.00    66,692.09     55,250.00  11,442.09 B
             PROJ  TOTALS    196,403.00   292,696.48   252,251.95            216,532.75    196,380.19  20,152.56

>326-1901 1# XI  -9867-001   202,250.80   237,815.20   235,723.54   85.80   202,250.80    202,250.80

 226-1904 1  XI  -9867-003   283,000.00   314,991.39   310,759.98   85.77   266,538.83    266,538.83

                                                                   100.00
>426-1012 1  XI  -9877-001    25,700.00    25,700.00    25,700.00  100.00    25,700.00     25,700.00
>426-1929 1# XI  -9877-001    25,700.00    25,700.00    25,700.00            25,700.00     25,700.00
             PROJ  TOTALS

                                                                   100.00
>426-1011 1  XI  -9880-001     8,957.35    10,577.69    10,443.45   85.77     8,957.35      8,957.35
 226-1903 1# XI  -9880-001    38,929.01    38,929.01    38,929.01  100.00    38,929.01     38,929.01
 426-1928 1# XI  -9880-001    47,886.36    49,506.70    49,372.46            47,886.36     47,886.36
             PROJ  TOTALS

 326-1959 1# XI  -9891-001     9,350.70    11,044.38    10,902.06   85.77     9,350.70      9,350.70
```

```
                                      OREGON  STATE  HIGHWAY  DEPARTMENT               02/23/84
802                                           FHWA  BILLING  VOUCHER                              PAGE 168
      823     BILLING NUMBER   31
                                                                                                  
 PREFIX GRP FED AID PROJ  AGREEMENT   TOTAL COSTS    PARTIC.    % OF    FEDERAL       AMOUNT       ADJUSTMENT   AMOUNT OF
         FL                 AMOUNT      TO DATE      AMOUNT    PARTIC.   SHARE    PREV. CLAIMED   AND CODE   THIS VOUCHER

>426-1930 1# XI  -9891-001    44,349.79    44,349.79    44,349.79  100.00    44,349.79     44,349.79
             PROJ  TOTALS     53,700.49    55,394.17    55,251.85            53,700.49     53,700.49

                                                                    85.00
>326-1978 2  XI  -9926-001

>326-1966 1# XI  -9926-002   259,183.40   281,426.49   304,921.65   85.00   259,183.40    259,183.40
>426-1926 1# XI  -9926-002                                                  259,183.40    259,183.40
             PROJ  TOTALS    259,183.40   281,426.49   304,921.65

 326-1023 1  XI  -9926-004   175,100.00   205,469.19   205,469.19   85.00   174,648.81    174,648.81
                                             447.60                 85.00
 326-2574 1  XI  -9926-005
>326-2571 1  XI  -9926-006   164,900.00   193,698.33   193,698.33   85.00   164,643.58    164,643.58

 326-1034 1  XI  -9956-007   232,437.00   253,879.67   253,870.69   85.00   215,790.09    215,790.09      16.71 B
 326-1035 1  XI  -9956-007     7,400.00     8,725.54     8,725.54   85.00     7,416.71      7,400.00      16.71
             PROJ  TOTALS    239,837.00   262,605.21   262,596.23           223,206.80    223,190.09
```

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

DATE: December 16, 1983

TO: V. E. Skoog
Controller

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Projects IX-9877(5) & IX-9891(4)
Prefixes 326-1061 and 326-1060
Group 8's Bikeway

The above subject projects are funded by Federal and Local funds; therefore the group 8 for bikeways should not have been assigned these projects since costs are not to be included in the State's 1% for bikeway tabulation. The group 8 so assigned to these projects will be removed; however, the costs currently charged must first be transferred to group 1 on each of the projects.

Would you please have the necessary action taken to accomplish this after which the group 8 can be removed.

CL:pf

cc: J. Grassman
General Files

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Manager

DATE: December 8, 1983

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9551, Work Completed November 4, 1983

Project Powell Valley Rd.-SE Division St.

Highway FAU 9891 (SE 132nd Ave.)

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manage

RDC:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
~~Max Klotz~~
Jack Sullivan
Doug Tindall
[illegible]
Hank Wakerlig

CPC/FMi

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 9
[illegible] 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

MH H

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powell Valley Rd. To SE Division St.

WEEK ENDING: November 4, 1983

SECTION PREFIX: 326-1060

HIGHWAY: F.A.U. 9891

COUNTY: Multnomah

NAME OF JOB: SE 182nd Ave.

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 9551

FEDERAL AID PROJECT NUMBER: 1X-9891 (4)

DATE OF CONTRACT: 10-20-82

DATE WORK STARTED: 11-2-82

ESTIMATED COMPLETION DATE: 11-27-83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED 278

SPECIFIED CALENDAR DAYS 300

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 92.66%

PROJECT AUTHORIZATION: $1,191,690.23

EXCLUSIVE OF ENGINEERING: $1,106,947.81

ENGINEERING AUTHORIZATION $84,742.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,106,947.81

ENGINEERING COST TO DATE $90,476.04

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 106.77 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals 100%	CTB 100%
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.88	0.88			0.97
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.88	0.88			0.94
TOTAL ESTIMATED QUANTITIES (CONTRACT)	31,424CY	26,000 tons			8,700 tons
TOTAL QUANTITIES CORRECTED TO DATE	31,781 CY	22,054 tons			8,700 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	31,781 CY	22,054 tons			8,401 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Cloudy, Rain			
MONDAY 31	Cloudy, Rain			
TUESDAY 1	Cloudy, Rain			
WEDNESDAY 2	Cloudy, Rain			
THURSDAY 3	Cloudy, Rain			
FRIDAY 4	Cloudy, Rain			
SATURDAY 29	Partially Cloudy, Showers			

RECEIVED
SCS
EEO
CONSTRUCTION SECTION
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No work performed.
MONDAY 31	No work performed.
TUESDAY 1	No work performed
WEDNESDAY 2	No work performed by OAP. Hamilton Electric; installed controller cabinets at SE Tibbetts and at High School.
THURSDAY 3	OAP, removed construction signing. Hamilton Electric, completed installation of traffic signal heads at owell Valley Rd.
FRIDAY 4	No work performed by OAP. Hamilton Electric, fully activated signal at High School and accepted by Multnomah County Signal Personel.
SATURDAY 29	No work performed.

REMARKS

ACCOMPLISHED THIS WEEK: Finished Traffic Signal installation. Project complete, final inspection to follow.

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9891(3)
S.E. Division St.-S.E. Powell Blvd. Sec.
Multnomah County

I request your approval of a program change to increase the estimated total cost and Federal funds on the project to reflect the current estimate for right-of-way as indicated on the enclosed parcel by parcel estimate of cost.

Approval of this request will involve an increase of $10,000 in total cost and $8,500 in Federal funds with revised financing as follows:

	Appn Code	Total Cost	Federal Funds	Pro-Rata
Present	-----	$ 85,000.00	$ 72,250.00	85%
Previous	772	75,000.00	63,750.00	85%
Increase	580	$ 10,000.00	$ 8,500.00	

Enclosed are copies of a revised project agreement estimate and modification of project agreement reflecting the change requested above.

CL:bks
Enc.
cc: E. Mershon
G. Zehner
J. Peterson
General Files

Oregon State Highway Division
Salem, Oregon May 25, 1983

Federal-Aid Project No. IX-9891(3)

S.E. Division St.-S.E. Powell Blvd. Section
S.E. 182nd Ave. in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 0+00 to Sta. 51+82.92)

Right-of-Way	All Required		$ 62,500.00
		Subtotal	$ 62,500.00
		Acquisition Expense	22,500.00
		Total	$ 85,000.00

Length of Project	0.982 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
R/W	772	$ 75,000.00	$ 63,750.00	$ 11,250.00
R/W	580	10,000.00	8,500.00	1,500.00
Total		$ 85,000.00	$ 72,250.00	$ 12,750.00

Group 1 100%
Prefix: 326-2580
Appn Code 772

1551

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/17/82

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Powell Valley Road - SE Division Street Section

11. GENERAL DESCRIPTION OF WORK

Temporary pavement striping by City forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/17/82 as requested in Mr. Keasey's letter of 12/28/82 as being in the public interest for the use of City Forces instead of State Forces as authorized at PS&E approved 9/1/82 to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Portland Forces is approved for a TEC of $1,700 Federal Funds $1,445.

(The above funds were obligated at PS&E approval date 9/1/82)

RECEIVED
STATE HWY ENGR
JAN 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO:	IX-9891(4)
2. STATE PROJECT NO:	See below
2A. COUNTY NAME	Multnomah
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO:	
5. ITEM NO:	80360

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/17/82	FAU 9891	City Street

10. GENERAL LOCATION:

Powell Valley Road - SE Division Street Section

11. GENERAL DESCRIPTION OF WORK

Permanent signing by City forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/17/82 as requested in Mr. Keasey's letter of 12/27/82 as being in the public interest for the use of City Forces instead of State Forces as authorized at PS&E approved 9/1/82 to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland Forces is approved for a TEC of $7,500 Federal Funds $6,375.

(The above funds were obligated at PS&E approval date 9/1/82)

RECEIVED
STATE HWY ENGR
JAN 14 '83
REFER TO
[illegible]
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/11/83		for Division Administrator

[illegible] EDITIONS MAY BE USED

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/17/82

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Valley Road - SE Division Street

11. GENERAL DESCRIPTION OF WORK
Temporary erosion control by City Forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/17/82 as requested in Mr. easey's letter of 12/27/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work to be done by City of Portland Forces is approved for a TEC of $1,000 Federal Funds $850.

(The above funds were obligated at PS&E approval date 9/1/82)

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swa
FOR
Info	Inves	R/D	D.R	Sign	Act	File

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

CON 5

DATE: November 16, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Kessey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-9891(4)

Contract 9551, Work Started November 11, 1982

Project Powell Valley Rd.-SE Division St.

Highway FAU 0891 (SE 182nd Ave.)

County Multnomah

RDC:mk

cc: R. D. Church

September 28, 1982

Mr. Oliver Domreis
Multnomah County Engineer
2115 SE Morrison
Portland, Oregon 97214

Dear Oliver:

On September 13, 1982 we received a satisfactory bid from Oregon Asphaltic Paving Co., 2220 SE 190th Ave., Portland, Oregon 97233 for the Powell Valley Rd.-SE Division St. Section of SE [illegible] Ave.

As described in our Preliminary Engineering and Construction Finance Agreement No. [illegible], we anticipate the financial sharing of the project costs will be:

Contractor's Bid	[illegible]
Anticipated Additional Items	[illegible]
Subtotal	[illegible]
Contingencies	[illegible]
[illegible]	-0-
Preliminary Engineering by State	[illegible]
[illegible]	[illegible]

[illegible] — [illegible]

We will need an advance deposit in the amount of [illegible] not later than October [illegible], 1982. [illegible] described in the agreement.

Rec'd
10-12-82
LGIP
#4640

Very truly yours,

[illegible]

[illegible], P.E.
[illegible]

[illegible]
Attachment

cc [illegible]
[illegible] advance deposit is received.

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

September 17, 1982

FILE

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
   Cascade Highway N. and Sunnyside Road, Clackamas County
   Traffic Signals

   Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
   Various City Streets (Portland), Multnomah County
   Traffic Signals

   Pedestrian signals to be installed on this project.

4. Beaver Creek Road
   Cascade Highway S., Clackamas County
   Grading and Paving

   Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

   Same as No. 1.

5. Lincoln City Pavement Marking Project
Various Highways and Streets, Lincoln County
Pavement Marking

Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
Portland, Multnomah County
Building Demolition

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
NW Front Avenue, Multnomah County
Grading, Paving and Signals

Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
SE 182nd Avenue, Multnomah County
Grading, Paving and Signals

Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
Florence-Eugene Highway, Lane County
Grading and Paving

Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Valley Road - SE Division Street Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Signing S.F.	$7,500
Temp. & Perm. Pavement Striping S.F	6,700
Temporary Erosion Control	1,000
on the job Training	800
Signal Controller & OPTICOM Testing	1,150

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/30/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,423,918 Federal Funds $1,210,329.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act

14. DATE 9/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR 1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Mult.

FINAL NOISE STUDY REPORT

Powell Valley Rd. - S.E. Division St. Section
FAU-9891 (S.E. 182nd Ave.)
Multnomah County

RECEIVED
1982
ROAD DESIGN SECTION

3

Excerpted from Environmental Assessment
and original Noise Study Report by
E B H Acoustics, Inc.,
Portland, Oregon

Edited by Oregon Dept. of Transportation
Environmental Section

August, 1982

1. DESCRIPTION OF PROPOSED ACTION.

Location and Design Features

Southeast 182nd Avenue is the southerly extension of S.E. 181st Avenue. Together, these roadways provide an important arterial connection for southeast Multnomah County with the I-84 freeway corridor. The 0.85 mile section of S.E. 182nd Avenue, from Division Street to Powell Blvd., is the length of roadway intended for modification (Figures 1 and 2). Currently, this roadway is an illuminated 20 feet wide roadbed containing two travel lanes without curbs, sidewalks or other appurtenances.

The proposed action would widen the existing road along both sides of the existing centerline within an 80 foot right of way. The new surface will be a 66 foot wide major arterial, including four travel lanes and a left turn median. Associated with the roadway will be concrete sidewalks on both sides. A curb lane of sufficient width to allow unidirectional bike travel (5' wide) is to be included on both sides of the roadbed. The project also includes two pedestrian-activated signals at school crossings. Storm drainage facilities are to be constructed along the length of the project. The estimated construction cost for the proposed action is about $1.6 million (1980 dollars).

Topography

The project would be constructed near existing grade with a minimal amount of cut and fill.

PROJECT LOCATION

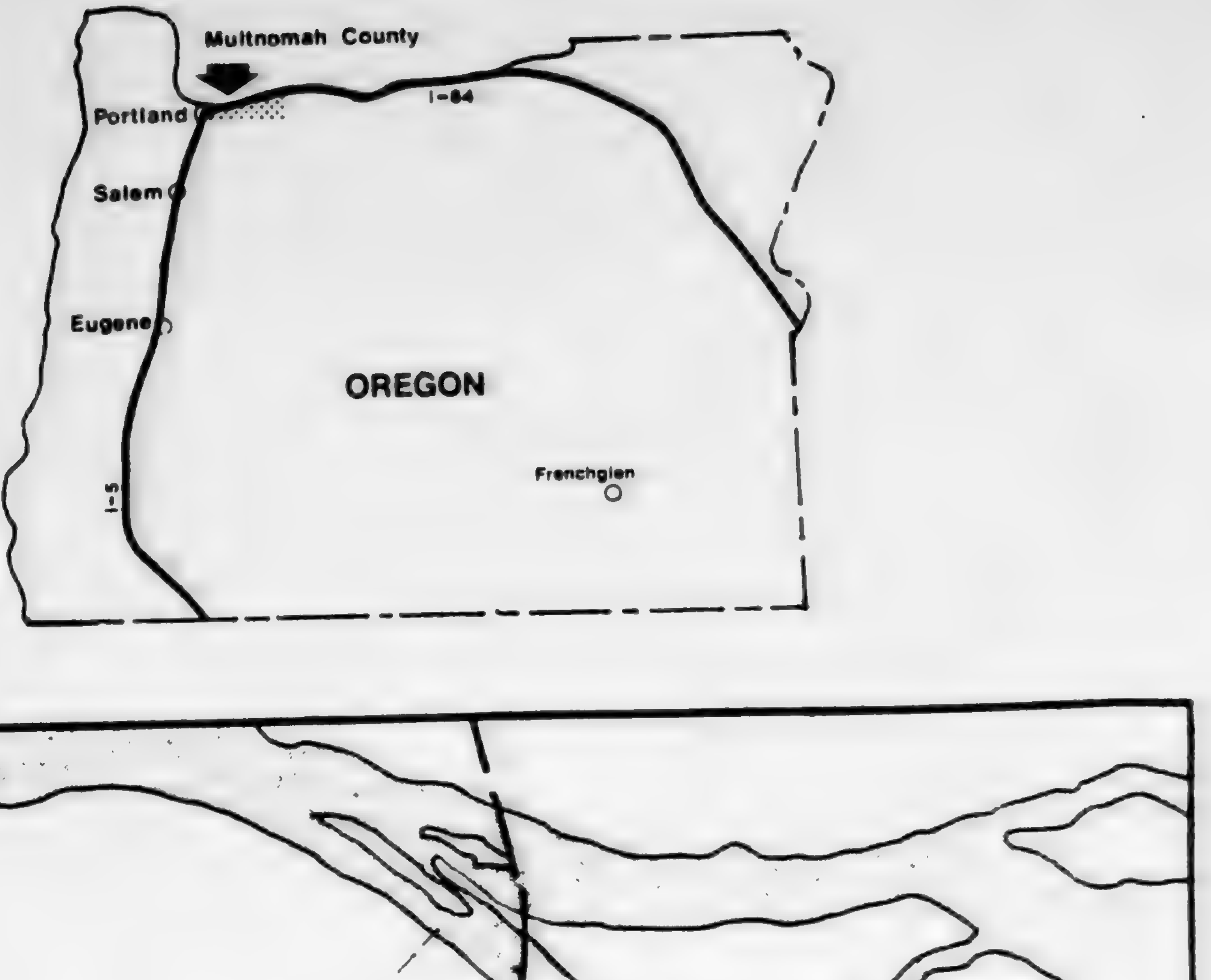

Multnomah County
Portland
I-84
Salem
Eugene
OREGON
Frenchglen
I-5
SANDY
I-84
PORTLAND
CBD
BURNSIDE
STARK
181ST
PROJECT
AREA
I-205
122ND
182ND
223RD
DIVISION
POWELL
HIGHLAND DR.
GRESHAM
190th

FIGURE 1

2. NEED.

Safety Concerns

Fifty-one traffic accidents (mostly rear end) occurred between 1976 and 1978. These rear end accidents were largely attributable to vehicles stopped in the travel lanes while executing left turns. In 1976, the road was named the most hazardous street section in Gresham. Two fatalities occurred on the road during 1977, both near the intersection of Brooklyn Court. As a result of these fatalities, local concern and interest in improving road safety has been evidenced, especially from Centennial School Board and its student body, as well as local interested citizens. The proposed improvements (sidewalks, left turn lanes and pedestrian activated signals) would alleviate these problems.

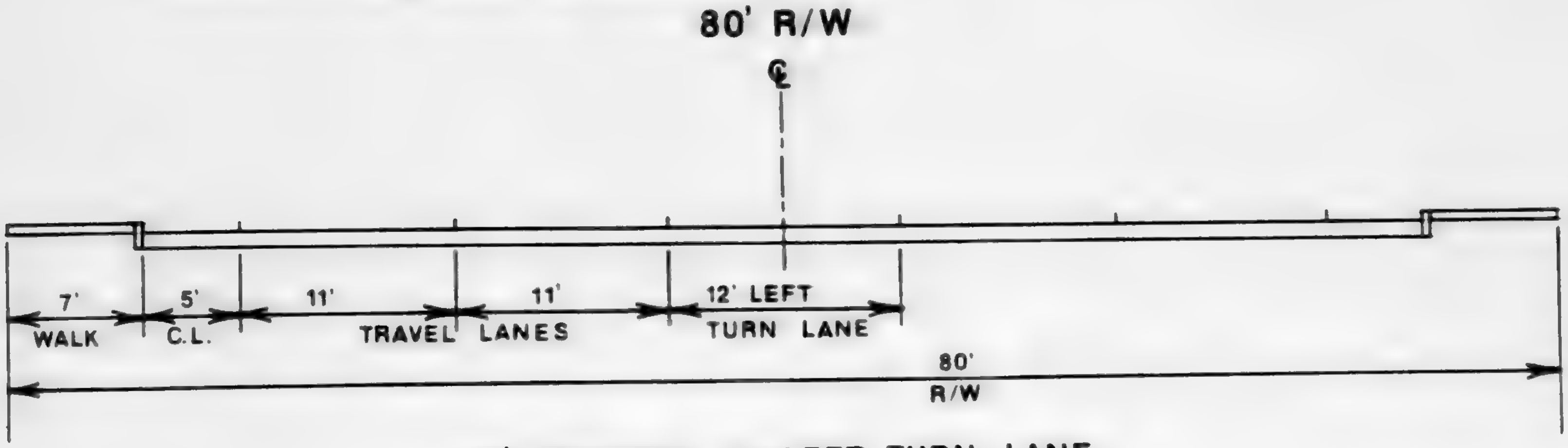
System Relationships

182nd Avenue provides access to the I-84 freeway for a large portion of East Multnomah County. Only three alternate freeway access sites exist: 238th Avenue (full access); Sandy Blvd. near 215th Avenue (partial access); 122nd Avenue (partial access). Access at 181st Avenue is limited to a west-bound on-ramp and east-bound off-ramp; however, current planning proposes a full access interchange at 181st Avenue. Since the entire length of 181st (except the portion under study here) is four travel lanes with left turn medians, the arterial will provide good freeway access and system continuity.

Description of Alternatives

66' Roadbed with continuous left turn: This alternative has been selected as the preferred alternative.

It would provide 4 travel lanes, which is considered an adequate design level for projected traffic flows. It also provides a left turn lane. This is considered a necessary design feature, since this length of roadway has many access points (see Impacts section for further discussion). Other design features include striped curb lanes, sidewalks and pedestrian signals.



66' ROADBED W/LEFT TURN LANE

The proposed project's 66' roadbed with left turn lane, will alleviate turning conflicts by providing two travel lanes in each direction as well as a continuous left turn lane, which allows easier access to and exit from the flow of traffic.

Land Use

There are a variety of land uses along S.E. 182nd Avenue. A community activity center is designated by the Multnomah County Comprehensive Plan at the intersection of Division and S.E. 182nd. This center includes general commercial, office, light industrial, and community facilities uses. Centennial High School and Portland Adventist School are located on S.E. 182nd Avenue between Haig and Marie Streets. Lynch Terrace and Lynch Meadows schools are located at the Brooklyn Street intersection. The remainder of the area is a developed neighborhood comprised of low density and medium density detached dwellings.

The intersection of S.E. 182nd and Powell is designated commercial use by the City of Gresham Comprehensive Plan, but is not presently developed as such. Immediately to the south of Powell Boulevard is a planned industrial park and a residential area. These planned uses have taken into account the eventual upgrading of S.E. 182nd to a major arterial.

The affected environment is an urban residential setting. The existing roadway provides access for these residences as well as a high school, two churches and a care center. The road is a rural type without curbs or sidewalks, crosswalks, stops or other appurtenance common to urban roadways.

Traffic - Through Movement

S.E. 182nd Avenue carries traffic movements from residential and commercial sites, schools, and from principal arterials and State highway collectors (Division and Powell, respectively). Heavy and light trucks comprise about 3% of the present daily traffic. The 1990 projection is about 12,000 ADT, with about 4% trucks (see Chapter 2, Transportation Demand). Speeds are currently about 35 MPH, but expected to increase to 38 MPH by the year 2000. Without the proposed improvement, speeds are expected to remain relatively constant as volumes increase. The following table shows this difference as a function of Level of Service:

Table 3. Levels of Service - S.E. 182nd Avenue

	1980	2000
With improvements		C-E
Without improvements	C	E

The proposed improvement would facilitate smoother traffic flows than can be expected from the no-build situation.

Traffic - Turning Movements

The 4400' long roadway proposed for modification has 58 separate access points including 39 residential driveways, 9 street intersections, and 10 access points for churches, schools and a care center. A substantial demand for turning movements exists and is expected to continue.

Table 1. Traffic Projections: S.E. 182nd Avenue

Source	Current	1990	2000
METRO	8000 (1977)	--	Average 12,000
OSHD	Average 8200 (1975)	Average 11,500	Average 14,000 to 14,500
Multnomah County	(1980)* 11,473 So. of Division 8,908 So. of Haig Drive		16,000 So. of Division 12,400 So. of Haig Drive

* Data represents counts.

The present level of service along 182nd Avenue is C[1], which is a stable traffic flow with acceptable delays. It is anticipated that the level of service (year 2000) with the proposed improvements will be C to E, which is a basically stable flow with some congestion and delays. The expected level of service without the proposed improvements would be E, an unstable flow with intolerable delays. To maintain acceptable traffic flows, future improvements to S.E. 182nd Avenue may be necessary; without the proposed improvements, acceptable flows will not be achieved.

1/ The concept of level of service (LOS) assigns a letter designation to degrees of traffic congestion, "A" to "F". LOS "D" is considered to be the minimum acceptable level of traffic service. A LOS "F" indicates that a roadway is no longer functioning adequately and an excessive delay during peak periods can be expected.

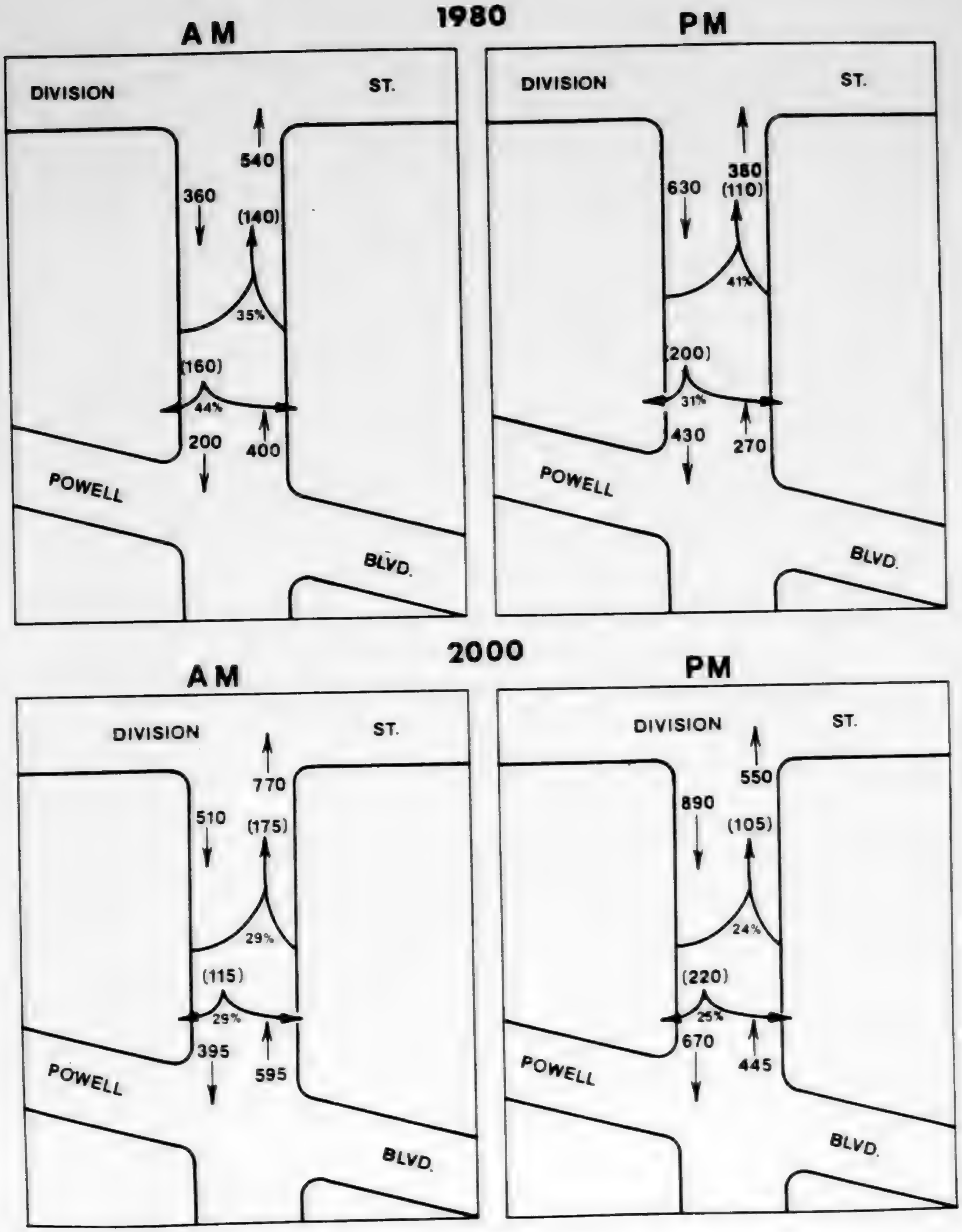

1980
AM
PM
DIVISION
ST.
540
360
(140)
35%
(160)
44%
200
400
POWELL
BLVD.
DIVISION
ST.
380
(110)
630
41%
(200)
31%
430
270
POWELL
BLVD.
2000
AM
PM
DIVISION
ST.
770
510
(175)
29%
(115)
29%
395
595
POWELL
BLVD.
DIVISION
ST.
550
890
(105)
24%
(220)
25%
670
445
POWELL
BLVD.

FIGURE 3: PEAK HOUR DIRECTIONAL VOLUMES – 1980 & 2000

Along with the increasing volume aspect of the traffic demands, are demands for turning movements. Figure 3 shows the existing and future turning volumes during peak hour traffic flows. It is during peak hour that turning movements (especially left turns) would have the greatest impact on traffic. As shown in the figure, current and anticipated future turning movements comprise a substantial percentage of the traffic flow between Division Street and Powell Boulevard.

The project is designed to account for increases in traffic volume by increasing the number of travel lanes, and to ensure smooth traffic flow by providing turning lanes.

Noise

A noise analysis designed to establish current noise levels, predict worse-case future noise levels, and provide mitigative measures was conducted. Copies of the noise study are available for review at Multnomah County Department of Environmental Services.

The existing acoustical environment was monitored at three sites (shown on Figure 6) and those levels as well as the predicted worst-case 1990 noise levels are listed in Table 5. Figure 6 also shows the worst-case 1990 noise contours along the roadway. The no-build option would result in a noise increase of approximately 2-3 dBA at all sites. This is due to the expected increase in traffic volume. Worst-case build noise levels would increase over the existing by 3 to 6 dBA. The largest increase of 6 dBA will be experienced in the middle portion of the project area for residences on the west side of 182nd Avenue during the morning rush hour. Noise levels for the proposed project would be approximately 1-3 dBA higher than the no-build option. This increase is due to a wider roadway which moves the traffic closer to the receiver's location.

None of these increases are considered significant noise level increases in themselves, but since most receptors along the project are expected to receive noise levels in excess of the FHWA design noise level of L_{eq} 67 dBA by 1990, an investigation of mitigation measures is required. In cases where noise mitigation is feasible and cost effective, it must be implemented.

Table 5

EXISTING AND FUTURE NOISE LEVELS

		Noise Levels Leq^{h}(1) @ 50 ft. from Centerline				
				66' Roadbed with Left Turn(2)		Federal Design Noise Levels
Site	Hour	Existing	No-Build	East	West	
1	4-5 pm	64	67	69	70	67
	8-9 am	64	67	70	69	
2	4-5 pm	67	70	72	73	67
	8-9 am	67	70	72	71	
3	4-5 pm	64	66	68	69	67
	8-9 am	64	66	69	68	

---

(1) Hourly equivalent energy noise level.

(2) Different north/south traffic volumes, wide roadway and short receiver distances required separate calculations for each side of the roadway.

The average amount that FHWA exterior design noise levels are exceeded, considering all sites and times, is 2 dBA, under the worst-case. The no-build alternative would have had the lowest overall noise impact.

None of the church or care center buildings were found to exceed the FHWA exterior design noise levels for the predicted 1990 noise levels. Centennial High School was predicted to be 1 dBA in excess. However, the classrooms facing 182nd Avenue are windowless and brick walled. This classroom space is used for shop (e.g., wood and metal working) activities. Also, a landscaped berm has been constructed by the high school along this portion of the school grounds. The impact to these non-profit and public institutions in expected to be negligible. The occurrence of numerous access points including residential driveways, school and church driveways and street intersections (see Chapter 2, Transportation Demand, and Chapter 4, Traffic-Turning Movements) does not allow effective application of noise barriers in most sections of the project.

During the comment period on the Environmental Assessment the Oregon Department of Environmental Quality pointed out a potential for noise mitigation along the east side of 182nd Avenue between Haig Drive and 3rd Street (Appendix B). In this section, all the residences use driveway accesses to the next street to the east, though they also have access rights to 182nd Avenue. The absence of driveway cuts along this block would allow construction of a noise barrier, if it is also acceptable to the residents and provides cost-effective reductions in noise levels. The county is committed to studying the feasibility of mitigation in this location. **Mitigation will be included in the project if found to be feasible**, and is acceptable to the residents.

Metal wall is included
DLP

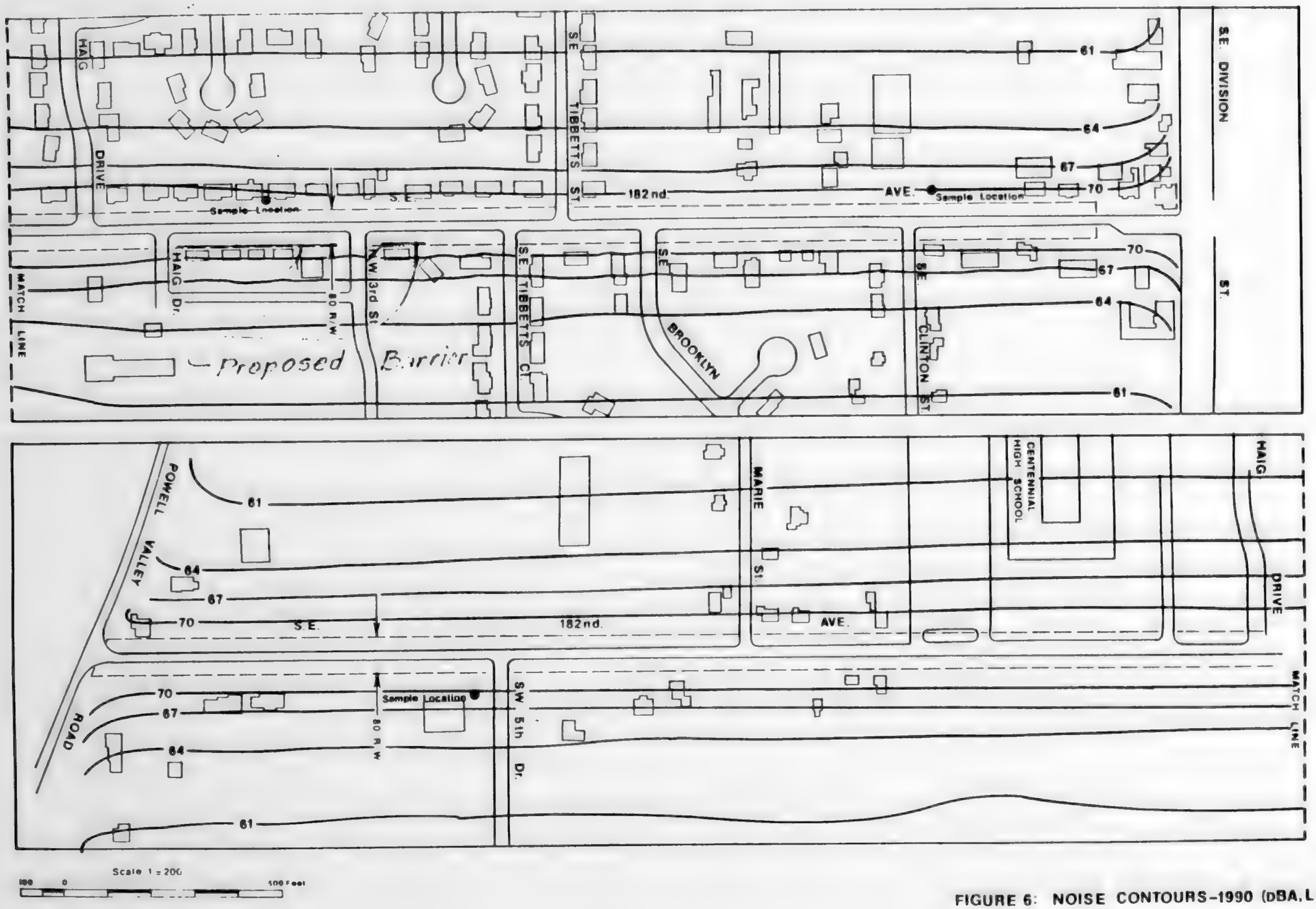

HAIG
DRIVE
S.E.
TIBBETTS
ST.
182nd.
AVE.
Sample Location
Sample Location
S.E. DIVISION
ST.
61
64
67
70
MATCH
LINE
HAIG
Dr.
80 R/W
N.W. 3rd St
Proposed Barrier
S.E. TIBBETTS CT.
S.E.
BROOKLYN
S.E.
CLINTON
ST.
POWELL
VALLEY
ROAD
S.E.
182nd.
AVE.
MARIE
St.
CENTENNIAL
HIGH SCHOOL
HAIG
DRIVE
Sample Location
80 R/W
S.W. 5th Dr.
MATCH
LINE
Scale 1 = 200
100
0
500 Feet

FIGURE 6: NOISE CONTOURS-1990 (dBA, Leq)

CONSTRUCTION NOISE

Roadway construction for this project will take place in five separate stages. The stages vary in time from two to eight weeks with some overlap from stage to stage. The total construction time for the project is estimated at 30 weeks.

Expected hourly "A" weighted construction noise levels ($L_{eq}{}^{h}$) for the properties adjoining the project area are shown by stage in Table 6 with stage duration. Expected noise levels are based on the equipment mix, a 50 percent duty cycle, and available data on construction equipment noise levels (see Appendix A-9).

These levels represent the worst case condition for one hour during construction and are not to be considered as long term continuous noise levels. These levels would be experienced at any one site for a short period of time during each stage. When a stage is completed in a particular area, the equipment will move into adjacent areas until that stage is complete for the entire project length.

CONSTRUCTION NOISE MITIGATION

Mitigation of construction noise can best be achieved by a combination of measures as follows:

- Source control (mufflers and maintenance measures)
- Site control - routing
- Time and activity restraints
- Community awareness

SOURCE CONTROL

Most noise from construction equipment is due to engine intake and exhaust systems. Poor equipment maintenance can also be responsible for higher noise levels. Such items as damaged or altered mufflers, loose engine covers, rattling parts, and squeeky brakes add to increase noise levels. Equipment maintenance specifications and an adequate muffler statement can be an effective means to reduce construction noise levels.

Table 6

CONSTRUCTION NOISE LEVELS - MAXIMUM

S.E. 182nd Avenue

(76 ft. Roadway Width)

Stage	Duration Weeks	Process	Noise Level dBA - Leq (h)
(1)	8	Install storm drains and sumps	87
(2)	6	Grading	88
(3)	6	Base construction	91
(4)	8	Curb construction	83
(5)	2	Paving	87

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m., and 6:00 a.m., on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the Engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noisy construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noise work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

A copy of this Noise Study Report will be supplied to the Multnomah County Planning Department for their use in preventing future noise impacts.

APPENDIX

FEDERAL HIGHWAY ADMINISTRATION NOISE STANDARD*

Land Use Category	Design Noise Level (L_{eq}(h)	Description of Land Use Category
A	57 dBA (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks.
C	72 dBA (exterior)	Developed lands, properties or activities not included in Categories A and B above.
D		Undeveloped lands.
E	52 dBA (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

---

* Data from U.S. Department of Transportation (1976b)

APPENDIX

MEASUREMENT INSTRUMENTATION AND METHODOLOGY

Noise samples for the existing noise environment were obtained utilizing a Bruel & Kjaer 4145 1 inch condenser microphone mounted on a Bruel & Kjaer pre-amp and cable assembly. The microphone output was directly connected to a Bruel & Kjaer Model 4426 noise level analyzer and statistical processor. The analyzer sampled "A"-weighted sound levels in the field measurements each second. The measurement period was ½ hour. The system was acoustically calibrated before each measurement period with a Bruel & Kjaer Model 4420 Calibrator.

Temperature, relative humidity and barometric pressure were recorded prior to each measurement. Noise measurements were not taken when wet pavement existed or winds exceeded 5 mph. Microphone wind screens were used at all times regardless of wind velocities. The microhpone was elevated five feet above the ground and not closer than 10 feet from the nearest sound reflecting object.

TERMINOLOGY

A brief introduction to environmental noise concepts and terminology will assist the reader to more clearly understand the impact analysis and results. The term "acoustical environment" refers to the surrounding noise climate of any location. A location's acoustical environment is generally produced by many different noise sources such as highway noise, aircraft noise, neighborhood related noise, etc. People generally do not respond to all of these types of noises in the same manner even though their overall sound level may be equal. Environmental noise descriptors, therefore, take into account human response to sounds.

Human response to sound depends mainly upon the magnitude (intensity) of the sound as a function of its frequency content and time-varying characteristics. "Sound" is a pressure fluctuation in the air. The amplitude of this fluctuation is defined as the magnitude or intensity of the sound. The magnitude of a sound is described in terms of sound pressure level (SPL) and is expressed in units of decibels (dB).

Sound, as perceived by the human ear, is usually produced by many sounds of different frequencies. Generally, the human ear is more sensitive to sounds between 1000 and 4000 cycles/second (also called Hertz and abbreviated Hz) than to sounds at low frequencies such as 100 Hz, and very high frequencies such as 8000 Hz and above. Because of this, personal response to sound depends largely upon the frequency content.

To make sound pressure level measurements which incorporate the human response to frequency, the "A" weighting network was developed. Measurement of environmental noise is conducted with instruments having this weighting network. The dBA sound level measurement has been accepted as a good indicator of human response to noise.

Environmental noise changes constantly with time in both magnitude and frequency content. Because of this, statistical techniques are used to describe the acoustical environment of a location. The FHWA standard requires use of the Equivalent Sound Level $L_{eq}^{(h)}$ of the ten percent exceedance level $L_{10}^{(h)}$ environmental descriptor in describing and evaluating the acoustical environment of a location. The L_{eq} is defined as the hourly equivalent noise level which would contain the same noise energy as the time-varying noise during the same period. The $L_{eq}^{(h)}$ is defined as the sound level exceeded ten percent of the time period. Both of these descriptors are specified to be measured in dBA by the FHWA standard. This report presents "A" weighted $L_{eq}^{(h)}$ value for the existing acoustical environment and uses the $L_{eq}^{(h)}$ descriptor to determine the impact for the proposed project.

EXISTING ENVIRONMENT

The existing acoustical environment was monitored at three sites in September of 1979. The sites were selected to be representative of the three distinct areas within the project boundaries.

- Site 1, 182nd Avenue and S.E. Clinton Street (west side of street), is located in the northern portion of the project and is representative of the area from the northern boundary of the project to Tibbets Street. Housing densities are moderate in this area and the roadway has 0% grade.

- Site 2 is a residence located midway between Tibbets and Haig Streets at 3261 S.E. 182nd Avenue and is typical for homes in the central part of the study area. The roadway through this section has approximately a 4% uphill grade to the south. Housing densities in this section are the highest in the study area.

- Site 3 is located at the southeast corner of 182nd and 5th Avenues in the southern part of the study area. Housing densities are the lowest in the study area. The roadway in this section has a slightly varying grade.

Site locations are shown in Figure 1.

TRAFFIC NOISE

Noise levels were measured at each site during the evening rush hours using a combination sound level meter statistical analyzer. Appendix A-3 details the data acquisition system, methodology, and terminology. Traffic volumes for auto, medium and heavy trucks were observed during the 30 minute measurement periods to verify typical volumes and to calibrate the computerized prediction model for future noise predictions.

TRAFFIC

The primary noise source for this study area is due to automobile and truck traffic. The existing average daily traffic (ADT) for all vehicle types is approximately 8400 for the central and northern sections (sites 1 and 2) and approximately 6700 in the southern section (site 3). Peak hourly volumes for automobiles in all sections occur during the evening rush hour from 4-5 p.m. and during the morning rush hour from 7-8 a.m. During the morning rush hour approximately 60% of the hourly traffic is north bound while during the evening rush hour the inverse is true with 60% of the hourly traffic south bound. Highest hourly volumes for heavy truck traffic occurs during the period from 8-9 a.m. The hourly distribution of travel data for auto and truck traffic is summarized in Appendix A-4.

Worst noise conditions for all three sections coincide with the peak truck hour 8-9 a.m. and during the peak auto hour 4-5 p.m. Existing noise levels for a set-back distance 50 feet from the center line are summarized by site and time period in Table 1. The $L_{eq}^{(h)}$ is the noise descriptor defined by the EPA and utilized by FHWA. It represents the A-weighted hourly equivalent energy noise level.

Table

EXISTING NOISE LEVELS

Site	Hour	Noise Level at 50 Ft. From Near Lane Center Line - Leq^{h} dBA[1]
1	4-5 p.m.	64
	7-8 a.m.	64
2	4-5 p.m.	67
	8-9 a.m.	67
3	4-5 p.m.	64
	8-9 a.m.	64

---

[1] Hourly equivalent energy noise level

Table

FUTURE NOISE LEVELS - 1990

		NOISE LEVELS Leq$^{h(1)}$ @ 50 Ft.			
				Build	
Site	Hour	Existing	No-Build	East	West
1	4-5 pm	64	67	69	70
	8-9 am	64	67	70	69
2	4-5 pm	67	70	72	73
	8-9 am	67	70	72	71
3	4-5 pm	64	66	68	69
	8-9 am	64	66	69	68

[1] Hourly equivalent energy noise level

NOISE LEVELS - EXTERIORS OF BUILDINGS
EAST SIDE OF 182ND/NORTH TO SOUTH

		Leq$^{(h)}$ - dBA			
		Build Option A		Build Option B	
Building	Setback Distance	8-9 am	4-5 pm	8-9 am	4-5 pm
Duplex 2706/2710	50	69	68	70	69
Home	56	69	67	70	68
Home 2800	75	68	65	68	66
2804	68	67	66	68	67
2820 - Site 1	75	68	65	68	66
2834	81	66	65	67	66
2906	75	68	65	68	66
Home	87	66	64	67	65
Home (2)	68	67	66	68	67
4% GRADE BEGINS					
Home	68	69	69	70	70
Home 3106	68	69	69	70	70
Home (6) - Site 2	81	67	68	68	69
GRADE ENDS					
Church - LDS	92	64	63	65	64
Home 3734	62	67	66	68	67
Home 3800	56	67	66	68	67
Home 3830	84	64	64	66	65
Home 3916	62	67	66	68	67
Home 3940	94	64	63	65	64
Home	120	62	61	63	63
Church - Baptist	100	64	63	65	64
Home 4248	94	64	63	65	64
Home 3818	106	63	62	64	63

NOISE LEVEL - EXTERIOR OF BUILDINGS
WEST SIDE 182ND/NORTH TO SOUTH

Building	Setback Distance	Build A		Build B	
		8-9 am	4-5 pm	8-9 am	4-5 pm
Lynch Middle School	300	57	57	58	57
Office	81	65	66	66	67
Home	62	67	67	68	69
Home 3011	75	66	66	67	67
Home	75	66	66	67	67
4% Grade Begins -					
Home (14)	75	67	70	68	71
Grade Ends -					
Centennial High School	66	66	67	67	68
Home 3735	50	67	68	68	69
Home 3825	68	65	66	66	67
Home 3835 - Site 3	75	65	65	66	67
Home	88	64	64	65	66
Care Center	275	56	57	57	58

APPENDIX

Table

FUTURE LEVELS VS. FHWA CRITERIA

NO-BUILD OPTION

Site	Time	Number of Buildings Over Criteria	Average Over Criteria, dBA	
1	8-9 am	2	1	1
	4-5 pm	2	0	
2	8-9 am	16	1	
	4-5 pm	16	0	
3	8-9 am	0	--	
	4-5 pm	0	--	

BUILD OPTION

1	8-9 am	10	2	2
	4-5 pm	6	1	
2	8-9 am	22	1	
	4-5 pm	22	3	
3	8-9 am	5	1	
	4-5 pm	5	1	

Table

IMPACT COMPARISON

	Site	No Build	Build East	Build West
1	4-5 pm	—	—	+
	8-9 am	—	+	—
2	4-5 pm	—	+	+
	8-9 am	—	—	—
3	4-5 pm	—	—	+
	8-9 am	—	+	—

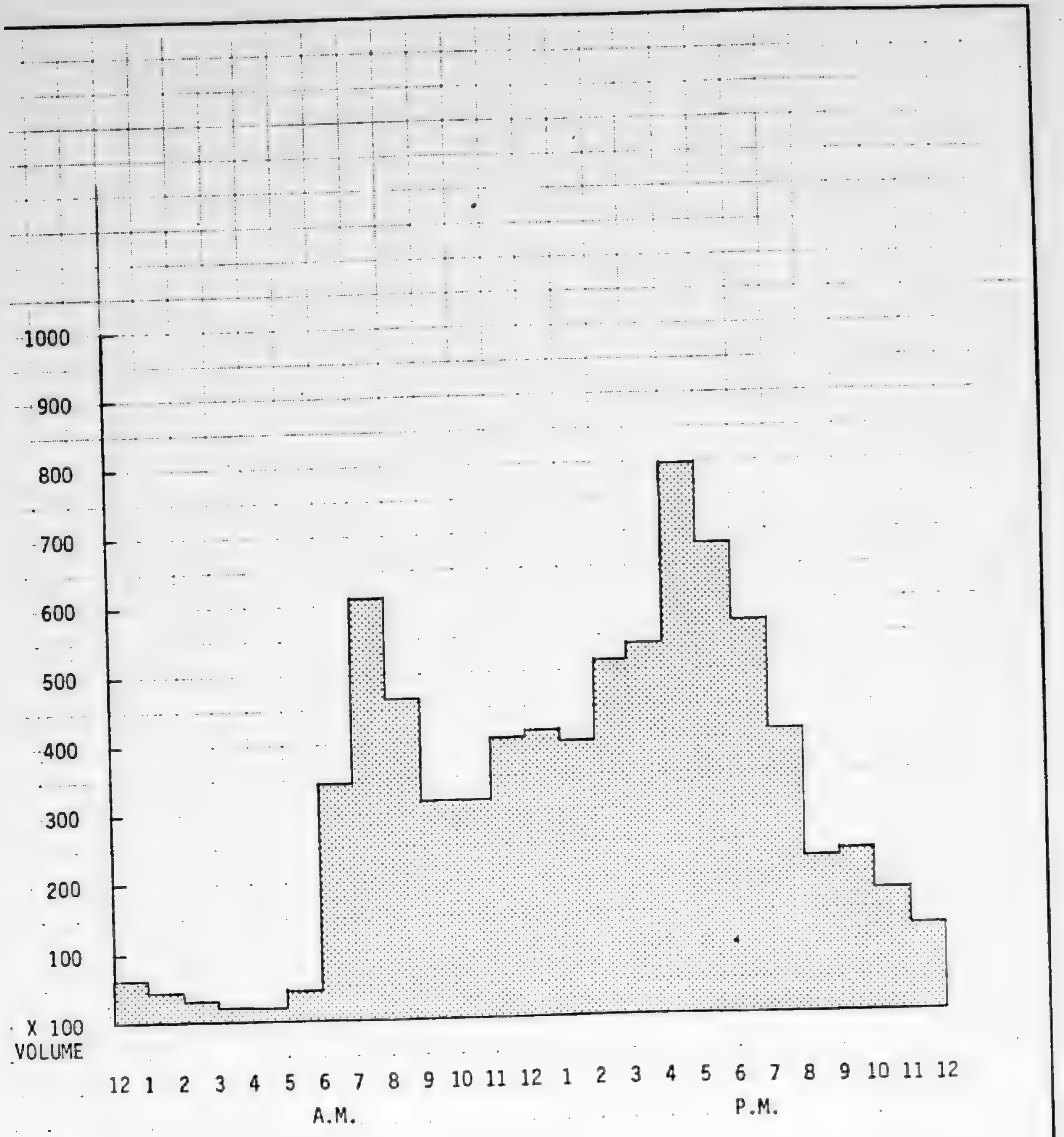
Increase Over Existing

0-5 dBA - Slight : —

5-10 dBA - Significant : +

10-15 dBA - Very Serious: *

24-HOUR TRAFFIC DISTRIBUTION
182ND AVENUE - BOTH DIRECTIONS



APPENDIX

TRAFFIC NOISE MITIGATION

General Considerations

Measures presently under use to mitigate or reduce noise levels from traffic are divided into two basic catagories: measures directed at reducing noise generated by the vehicles themselves and measures to block the transmission path from the source to the receiver.

Reduction of noise generated by the vehicles considers exhaust and tire noise, the speed, type and quantity of vehicles, smoothness of traffic flow, and the grade and condition of the roadway surface. Measures used to block the transmission path include the uses of berms or barriers.

At the present time noise emissions from automobiles and trucks are regulated by the U.S. EPA[6] and Oregon DEQ[7]. The EPA standards regulate noise emissions for new trucks and those already in use. Oregon DEQ regulations establish maximum noise levels for autos and trucks based on date of manufacture. New truck noise is rigidly enforced, but little is being done to enforce regulations for in-use autos, motorcycles or trucks.

Other measures that reduce vehicle noise emission deal with traffic control by type, speed of travel and by control of roadway surface and roadway location. Noise generation is proportional to speed. Establishing the minimum speed that is compatible with traffic flow requirements will help to minimize noise levels generated.

In some circumstances limiting truck traffic is effective in reducing noise levels. The feasibility of this technique must be evaluated based on the availability and impact on alternate routes. Heavy truck limitations during the evening hours normally associated with sleeping (2200-0700) can be effective in reducing sleep interference caused by single or widely spaced events.

Mitigation measures used to block the transmission path from the source to the receiver consist of earthen berms and/or barrier walls constructed of wood, metal or masonry. The effectiveness of a barrier is dependent upon its surface density, height, freedom from openings, and relative location with respect to the source and the receiver.

MITIGATION MEASURES

The 182nd Avenue project is concerned with symetrically widening the existing roadway to accommodate expected increases in traffic volumes. Many of the mitigation measures discussed are not feasible for this project. The choices of roadway location, right-of-way width and road grade are determined by the existing conditions. The restriction of re-routing of heavy truck traffic is unfeasible for lack of suitable alternative routes. The width of the roadway and nearness to the homes along with the frequent driveway access to 182nd reduce the effectiveness and feasibility of barriers.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 26, 1982

To: Dale E. Wilken, FHWA
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 80360
Project No. IX-9891(4)
Powell Valley Rd.-SE Division St. Sec.
Multnomah County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 23, 1982.

This project is based on the June 26, 1978 letter to your office from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

August 26, 1982

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		St., Jct. US 26, N. 0.97 mi.		8,400	----		10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7
	Gr., Dr. HT Pave, Traf. Signal								IX-	9891

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. U

FEDERAL - AID 9891 (82)

STATE *Street (86) (87)

U.S ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS I000 Y031		"Powell Valley Rd.- SE Division St. Sec."	0.970	1,428,600	(I-80N) 1,214,310	-----	214,290

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.970	1,428,600	1,214,310	----	214,290
1	14	JLG		(18) (23)	(24) (33)			

PROGRAM APPROVAL DATES
8-4-78
9-25-81

*SE 182nd

REMARKS
Additional Data: Item No. 80
IX-9891(1)

3261959

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

August 26, 1982

T LOCATION (45 typewriter spaces) Jct. US 26, N. 0.97 mi.	ADT	PRESENT 8,400	FUTURE ----	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 80360

RK (35 typewriter raf. Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9891	SEQ. NO. (4)	I Projects Only POST MI.	DESIG.

Interstate Transfer Grants

Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9891 STATE *Street U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
W								
NST DE) ICS 0 1		"Powell Valley Rd.- SE Division St. Sec."	0.970	1,428,600	(I-80N) 1,214,310	-----	214,290	ROW-80' normal; Access Control-none; Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.970	1,428,600	1,214,310	----	214,290	

OVAL DATES
8-4-78
9-25-81

*SE 182nd

REMARKS
Additional Data: Item No. 80360; Project No. IX-9891(1) & (3).

OVER

USCOMM DUSCOMM-DC 48905-P61

Project Data: This project consists of 1) grade, drain, high-type pave a basic 66-foot curbed section to accommodate four travel lanes, a continuous left turn median lane and a bike lane on each side, with 6-foot concrete walks adjacent to curbs; 2) update existing traffic control signals at Division and Powell; 3) adjust utilities as required and incidental work common to this type of project.

23 CFR 771 Requirements: FONSI approved by FHWA on September 4, 1981.

Accommodation of Utilities: A State-County Agreement No. 6737 complying with paragraph 6d(1) of PPM 30-4.1 was executed 10/30/78.

Maintenance: A State-County Agreement No. 6737 complying with Section 116, Title 23 USC was executed 10/30/78.

Data for PR-37: Type Code 1000 (Roadway) ----- $1,344,600
Type Code Y031 (Traf. Signal)- $ 84,000

Note:
1) Project is in Congressional District No. 3.
2) Included in MSD FY '82 AE/TIP on pg. 60, No. 81 and in 6-Yr. HIP on pg. 70.
3) On-the-job trainees, as set forth in FHPM 6-4-1, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Bm

Section Powell Valley Rd-SE Division St. Programming Estimate $ 1,429 000
Highway FAI 9891 (182nd Ave) Project Length 0.91 mi
County Multnomah Completion Time 300 Cal wkdays
Kind of Work Grading, Paving & Signals Est. Comp. Date 11-18-83
Prefix 326-1959 Letting Date 9-23-82 Project No. IX 9891(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,252,642 50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	7500 -	
Permanent Pavement Striping	5000 -	
Temporary Pavement Striping	1700 -	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1000 -	
State Furnished ______		$ 17,150 -
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 1000 hrs.)	800 -	
State Responsibility for Damages		
Signal Controller Testing	1050 -	
"OPTICOM" Testing	100 -	
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 1,269,792 50
Contingencies (4-1/2%)		57,140 66
Engineering (8, ~~9, 10%~~)		101,583 40
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 1,428,516 56

APPROVED
CC: Jon Rose
Earl Mershon
Road Design Engineer

Rec'd.
8-24-82
G

x 85%
1,214,238.60
82 A. 974,000
NEED 240,238.60 Ok
ADM. ADJ. Add 275,000

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section: Powell Valley Rd - S.E. Division St.	County: Multnomah		Sheet 1 of 2
Kind of Work: Grading, Paving and Signals	Length: 0.91 mi	Date:	Name: Galloway

COST ANALYSIS UNIT. 8-18-82

~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 9-23-82

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(7%)	82,000-
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	-	$29,000^{00}$
3	Temporary Signs		Sq. Ft.	220	6^{00}	1,320-
4	Temporary Barricades		Each	40	100^{00}	4,000-
5	Flagmen		Hour	800	22^{00}	17,600-
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All	-	$50,000^{00}$
7	Removal Of Structures And Obstructions		Lump Sum	All	-	2000^{00}
8	General Excavation		Cu. Yd.	31,420	3^{50}	109,970-
9	Sand Fill		Cu. Yd.	100	10^{00}	1,000-
10	Extra For Pavement Removal		Lump Sum	All	-	$20,000^{00}$
11	Finishing Roadbed And Slopes		Lump Sum	All	-	$18,500^{00}$
12	Watering		M-Gal.	110	10^{00}	1,100-
13	1"-0 Aggregate Base		Ton	6300	7^{50}	47,250-
14	Cement Treated Base Mixture		Ton	14,000	8^{00}	112,000-
15	[illegible] In CTB Mixture		Ton	770	79^{00}	60,830-
16	Asphalt In [illegible] Seal		Ton	45	250^{00}	11,250-
17	Cement Treated Base		Sq. Yd.	20,600	2^{00}	41,200-
18	Cement For Treated Base		Ton	350	79^{00}	27,650-
19	Asphalt In Chip Seal		Ton	22	250^{00}	5500-
20	Aggregate In Chip Seal		Ton	180	15^{00}	2,700-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Powell Valley Rd - S.E. Division St.	County: Multnomah	Sheet 2 of 2	
Kind of Work: Grading, Paving & Signals	Length: 0.91 mi	Date:	Name: Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
21	Class "B" Asphalt Concrete Mixture		Ton	8700	18^{00}	156,600
22	Asphalt Cement In Mixture		Ton	520	175^{00}	91,000
23	Asphalt In Tack Coat		Ton	10	250^{00}	2,500
24	Concrete Stairways		Lin. Ft.	81	20^{00}	1,620
25	Concrete Steps		Lin. Ft.	18	15^{00}	270
26	8-inch Sewer Pipe		Lin. Ft.	290	10^{00}	2900
27	Concrete Sumps		Each	39	500^{00}	19,500
28	Concrete Inlets, Type CG		Each	42	400^{00}	16,800
29	Setting Monument Boxes		Each	3	150^{00}	450
30	4-inch Concrete Walks And Driveways		Sq. Yd.	5500	12^{00}	66,000
31	6-inch Concrete Driveways		Sq. Yd.	1,120	15^{00}	16,800
32	Concrete Curbs, Type "C"		Lin. Ft.	9,300	5^{00}	46,500
33	Concrete Curbs, Type "C" Modified		Lin. Ft.	35	5^{50}	192^{50}
34	Extra For Asphalt Approaches		Each	20	175^{00}	3,500
35	Adjusting Sumps		Each	2	125^{00}	250
[illegible]	[illegible]		Each	1	300^{00}	300
37	Lawn Construction		Sq. Ft.	36,700	0^{30}	11,010
38	Furnishing And Installing Mailbox Posts		Each	40	100^{00}	4000
39	Metal Noise Barrier		Sq. Ft.	3,720	11^{50}	42,780
40	Masonry Granite Retaining Walls		Sq. Ft.	3900	14^{00}	54,600
	TRAFFIC SIGNALS					
41	Traffic Signal Installation, Complete		Lump Sum	All	—	$70,200^{00}$

Total $1,252,642^{50}$

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 126

5-10-82

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9891(3) Prefix 326-1959

Project Name SE Division St. - S.E. Powell Blvd. SE 182nd Ave

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ________, Oregon, this ____ day of ________, 19__

City of ____________________

____
Mayor

____
City Recorder

R/W acquired by OSHD

Certified By:
Kenneth Kolje
Regional Right-of-Way Supervisor
Date 8-10-82

Instructions: Complete A or B and C.
R/W File No. ________

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: July 7, 1982

File No:

TO FRANK TERPIN
Location Engineer

FROM E. J. DUNN
Project Manager EJDunn

SUBJECT: S.E. Powell Blvd.-S.E. Division
S.E. 182nd Avenue (FAU 9891)
Multnomah County Project

The below listed data is being submitted as received from Multnomah County:

- 20 - Mylar Plan Sheets (Federal Aid Size)
- 3 - Prints of the Plan Sheets
- 1 - Letter of Submittal from the County (two copies)
- 1 - Quantity Summary & Cost Estimate (two copies)
- 1 - Set Special Provisions

The cost estimate does not include anticipated items and 25% for E & C.

Anticipated items:
Striping: 1 mile (6-lanes with arrows)
Temporary Striping: 1 mile
Permanent Signs
Bicycle Path Signing
No Parking Signs (60-total)

pa

cc Curt Duval
Don Fantz

RECEIVED
JUL 07 1982
LOCATION SECTION

to B. Kearney Eng'r 7-8-82

Enclosures

1982 F.F. = $974,000
TEC = $1,620,000
FF = 1,377,000
NEED = 403,000

SKED. THIS F.Y. SEPT.
DONE
G

to city - G 7-8-82

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

June 25, 1982

MA PDM PDE FFM SPC
ODOT - METRO

JUN 30 1982

BM PAR PPC FILE T/A

Don Fantz
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: S.E. Powell Blvd. to S.E. Division Street - Section
S.E. 182nd Avenue, FAU 9891

Gentlemen:

Enclosed are twenty (20) mylar plan sheets for the reconstruction of the S.E. Powell Blvd. to S.E. Division Street section of S.E. 182nd Avenue. The following listed state standard drawings need to be included in these plans: Drawing No. 2050 - Miscellaneous structures; No. 2105 - Concrete inlets; No. 2126-C - Barricades; No. 2200 and 2201 - Temporary protection and direction of traffic; No. 1470, 1471, 1472, 1473 and 1488 - Traffic signal installation; No. 35009 and 35010 - Traffic signal supports; and No. S-1, S-6, S-7 and S-12 - Standard signing detail for installation, warning, and construction signs. Also enclosed are special provisions for this project.

After the plans have been approved by the Department of Transportation, we would like a full size set of sepia prints of all sheets, including the standard drawing for our files. A print of these drawings have been mailed to the following listed utilities stamped "Preliminary Copy" and dated 6-16-82:

City of Gresham, Engineering Section
City of Gresham, Water District
Rockwood Water District
Powell Valley Road Water District
Northwest Natural Gas Company
General Telephone - Gresham
Portland General Electric - Gresham

If you have any questions regarding this project, please call me at 248-3630.

Sincerely yours,

GEORGE STILLMAN
Assistant County Engineer

RICHARD H. LULAY
Project Engineer

RHL:n

Curt Pls handle
-review for submittal
to Final design

AN EQUAL OPPORTUNITY EMPLOYER

S. E. 182ND AVENUE
(SE Powell Blvd. to SE Division St.)

FAU #9891

SUMMARY OF QUANTITIES

	ITEM	UNIT	QUAN.	COST	TOTAL
1.	Mobilization	Lump Sum	All Req'd	$ 48,000.00	$ 48,000.00
2.	Temporary Protection & Direction of Traffic	Lump Sum	All Req'd	29,000.00	29,000.00
3.	Temporary Signs	Sq. Ft.	219	6.25	1,368.75
4.	Temporary Barricades	Each	40	100.00	4,000.00
5.	Flagger	Hour	800	20.00	16,000.00
6.	Finish Roadbed & Slopes	Lump Sum	All Req'd	16,000.00	16,000.00
7.	Clearing & Grubbing	Lump Sum	All Req'd	50,000.00	50,000.00
8.	Removal of Structures and Obstructions	Lump Sum	All Req'd	2,000.00	2,000.00
9.	General Excavation	Cu. Yd.	31,417	4.00	125,668.00
10.	Extra for Hauling Existing Pavement	Lump Sum	All Req'd	20,953.00	20,953.00
11.	Sand Fill	Cu. Yd.	100	11.00	1,100.00
12.	Watering	"M" Gals.	107	8.00	856.00
13.	1"-0 Aggregate in Base	Ton	6314	6.00	37,884.00
14.	Cement Treated Aggregate Base	Sq. Yd.	20,560	1.90	39,064.00
15.	Cement Treated Base Mixture	Ton	13,994	8.00	111,952.00
16.	Portland Cement in Treated Base & C.T.B. Mixture	Ton	1404	90.00	126,360.00
17.	Class "B" or "C" Asphalt Concrete Mixture	Ton	8302	23.00	190,946.00
18.	Asphalt Cement in Mixture	Ton	506	145.00	73,370.00
19.	Asphalt in Chip Seal	Ton	41	210.00	8,610.00

S. E. 182ND AVENUE
(SE Powell Blvd. to SE Division St.)

FAU #9891

SUMMARY OF QUANTITIES

	ITEM	UNIT	QUAN.	COST	TOTAL
20.	Aggregate in Chip Seal	Cu. Yd.	229	$ 15.00	$ 3,435.00
21.	Asphalt in Tack Coat	Ton	8	250.00	2,000.00
22.	8-Inch Sewer Pipe	Lin. Ft.	280	12.50	3,500.00
23.	Concrete Sump	Each	39	1,400.00	54,600.00
24.	Concrete Inlet, Type "CG" with Type 2 Grate	Each	42	600.00	25,200.00
25.	4" Concrete Walk and Driveways	Sq. Yd.	5495	14.50	79,677.50
26.	6" Concrete Driveway	Sq. Yd.	1118	17.50	19,565.00
27.	Concrete Curb, Type "C"	Lin. Ft.	9989	3.90	38,957.10
28.	Concrete Curbs, Type "C" Modified	Lin. Ft.	34	3.20	108.80
29.	Concrete Steps	Lin. Ft.	18	15.00	270.00
30.	Concrete Stairway	Lin. Ft.	72	20.00	1,440.00
31.	Extra for Asphalt Approaches	Each	21	175.00	3,675.00
32.	Adjusting Manhole Sump	Each	2	125.00	250.00
33.	Reconstruct Manhole Sump	Each	1	300.00	300.00
34.	Setting Monument Box	Each	3	100.00	300.00
35.	Furnish & Install Mail Box Posts	Each	40	30.00	1,200.00
36.	Lawn Construction	Sq. Ft.	36,697	0.30	11,009.10
37.	Masonry Gunite Retaining Wall	Sq. Ft.	3902	11.60	45,263.20
38.	Metal Sound Barrier	Sq. Ft.	3720	8.50	31,620.00
39.	Traffic Signal	Lump Sump	All Req'd	70,166.00	70,166.00
				SUB-TOTAL:	$ 1,295,668.45
				+ 25% E & C	+ 323,917.11
				TOTAL	$1,619,585.56

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 25, 1982

File No: 526-1955

TO: D. H. MOEHRING
Ass't. State Highway Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Gateway Area Traffic Signal Intertie
Multnomah County

Multnomah County has requested that the Gateway Area Traffic Signal Intertie project be advanced to contract during FY 82 using funds transferred from underruns on other Multnomah County projects. This project is currently on the back-up list for funding from the FY 1982 FAIX allocation.

We recently worked up a summary of overruns and underruns on County projects. A copy of that summary is attached. An explanation of the entries on the summary involves:

> Carry over from $1.8 million list: In November 1981 our office transmitted a list of $1.8 million dollars (federal) of FAIX funding sources that could be used to meet FAIX funding needs at that time. On our list of funding needs, we set aside $957,000 (federal) for the 242nd - Buxton, Cherry Park Road project. The actual obligation for the Cherry Park Road project was $752,040 (federal). This means that there is a surplus of $204,960 (federal) from the original November 1981 list still available for obligation on another project.
>
> 242nd-Buxton Rd. Cherry Park Rd.: The contract authorization for this project is significantly less than the current construction obligation. Our calculation shows that we can leave a five percent reserve above the contract authorization, and still transfer $160,920 (federal) to fund other projects.
>
> West Approach, Sellwood Bridge: Our estimate to complete the contract work on this job is $1,050,000 TEC or $892,500 (federal). We need to increase the construction obligation on this project to cover the current "B" code.
>
> Main-Bull Run Road, East Burnside: Our estimate to complete contract work is $1,785,000 TEC. The federal share of this is approximately $1,465,200 (federal). Comparing this with the

current federal obligation, there is a surplus of $196,000 (federal) available to transfer to other projects.

Division-Powell, S.E. 182nd: MSD has approved construction for obligation from the 1982 FAIX allocation. Multnomah County is doing the P.E. on this project. They recently informed us that the construction cost estimate has increased to $1,105,600 (federal). This exceeds the amount approved by MSD in the 1982 allocation by $131,600 (federal).

Summing of the projected overruns and underruns shows a net balance available to Multnomah County of $392,223 (federal). The most recent estimate is $391,000 (federal) for construction of the Gateway Area Traffic Signal Intertie. Should the estimate for this project increase, Multnomah County had agreed to drop one or more signals from the project to keep it within the available funding.

Please place this project on the contract schedule for a bid opening at the earliest opportunity.

TAS/ECM/pa

Attachment

cc L. E. George
Jim McClure
Jon Rose
Don Fantz
Robin Brooks
Gary Zehner

4-23-82

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF .... SHEET

Multnomah Co. FAIX Project Status

Project	Phase	Current Obligation (fed $)	Obligation Needed (fed $)	Surplus (+) Deficit (-)
Carryover from $1.8 mill. List				+204,960
42nd - Buxton, Cherry Park Rd.	Const.	752,040	591,120	+ 160,920
West Approach, Sellwood Br.	Const.	880,843	892,500	-11,657
Main - Bull Run Rd., E. Burnside	Const.	1,634,200	1,465,200	+ 169,000
Division - Powell, SE 182nd	Const.	0	1,105,600	- 131,600
Note: $974,000 is covered by the 1982 FAIX allocation.				
		Net Balance =		+ 392,223

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 S.E. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 | PHONE 653-3113

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 06 1982
☐ N ☑ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ ☐ ☐ ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

January 5, 1982

Mr. Oliver Domreis
County Engineer
Division of Public Works
Multnomah County
2115 SE Morrison
Portland, Oregon 97214

RE: SE Division St. - SE Powell
Blvd. Section
SE 182nd Avenue
Multnomah County
Project # IX-9891 (3)

ATTENTION: Mr. Roy Bennett

Dear Mr. Bennett,

A review of all the files on this project indicates there are eleven properties from which acquisitions were made since 1971. These acquisitions were not made in compliance with P.L. 91-646.

The estimated cost of appraisal and negotiation for these eleven files is $16,500. This amount would not receive any federal participation. Before we can begin work on these eleven files the County should submit an advance deposit of $16,500 to Salem to cover this cost.

If you have any questions please give me a call.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:ko

cc: J.B. Boyd

$16,500 in LGIP
1-20-82
G

Copy to Gary Zehner.

1-26-82
Notified
Rod Henry
G

Gary: Let me know if
this deposit is sent thru
your office.

Rod Henry

1982 Powell Valley Rd. SE Div. 9551
St. Sec. FAU 9891 (SE 182nd Ave.)
W. of Gresham (Gr, Pav, Sig.) #1

C9A 6737

10-31-78
7-16-81

OS ANGELES-CHICAGO-LOGAN, UT
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE Division Street - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 11/25/81 the conditions of my 10/20/81 authorization are withdrawn, however, it should be understood that federal participation in any portion of the project will be dependent upon the determination that prior acquisitions were accomplished in accordance with Titles II and III of the Uniform Act if applicable.

RECEIVED
ST. HWY ENGR
DEC 16 '81
REFER TO
FOR

14. DATE 12/1/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9891(3)
S.E. Division St.-S.E. Powell Blvd. Sec.
Right of Way
Multnomah County

In accordance with your letter of October 20, 1981, enclosed is a revised copy of right of way map No. 9B-19-18, showing file numbers, areas and ownerships and the estimated cost contained in the enclosed memo from the Regional Liaison Agent, Mr. Henry Brindley.

Regarding item 2 of your memo of the same date we have been informed by the Regional Office that it will require a considerable length of time to determine if any prior acquisitions were accomplished in accordance with Titles II & III of the Uniform Act if applicable. Therefore, we request authorization to proceed with the actual acquisition of the right of way at this time to avoid further delay.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

October 30, 1981

ACC

Mr. Oliver J. Domreis
County Engineer
Multnomah County
Engineering Services
2115 S.E. Morrison Street
Portland, Oregon 97214

Dear Mr. Domreis:

We have approval from the Federal Highway Administration for the R/W acquisition phase on the S.E. Division Street to S.E. Powell Blvd. section. Financial sharing of the R/W phase is as follows:

Estimated R/W Cost	$75,000
Less Federal Funds	63,750
COUNTY SHARE	$11,250

Please submit an advance deposit, in the amount of $11,250, as described in the option of your choice listed on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf
Attachment

bcc w/AD # 985: Jon Rose, Metro Federal Aid Engineer
Doug Luth, Metro R/W Supervisor
Vern Skoog - Please return completed AD # 985
when advance deposit is received.

12-4-81
Rec'd $11,250
in LGIP

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies to
Gifford
J. Boyd
J. Lowe
G. Zelmer
J. Rose
Judy Smith

7. DATE AUTHORIZATION EFFECTIVE 10/20/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
SE Division - SE Powell

11. GENERAL DESCRIPTION OF WORK
Program change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

[illegible] 326-2580

13. REMARKS

As requested in Mr. Swan's letter of 10/7/81 I approve the revised Right of Way Costs to a TEC of $75,000 Federal Funds $63,750.

(Increase TEC $53,801 Federal Funds $45,731 Appn. Code 772)

Also, as requested you are authorized to proceed with the actual acquisition of files 52362 thru 52374 subject to the following:

1. The plans are revised to show remainder areas for all the files prior to appraisal.
2. Prior to any acquisition phase of work being started a determination should be made that any prior acquisitions were accomplished in accordance with Titles II and III of the Uniform Act if applicable.

I will be able to authorize acquisition of those remaining areas as shown on map submitted with your request upon receipt of a revised map showing file numbers, areas, ownership and estimate of cost.

AD #485 10 [illegible] 10-24-81

14. DATE 10/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

THIS IS ENTIRE R/W TAKING

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/20/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info Inves R/D [illegible] [illegible] [illegible] File

10. GENERAL LOCATION
SE Division - SE Powell

11. GENERAL DESCRIPTION OF WORK
Program change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/7/81 I approve the revised Right of Way Costs to a TEC of $75,000 Federal Funds $63,750.

(Increase TEC $53,801 Federal Funds $45,731 Appn. Code 772)

Also, as requested you are authorized to proceed with the actual acquisition of files 52362 thru 52374 subject to the following:

1. The plans are revised to show remainder areas for all the files prior to appraisal.
2. Prior to any acquisition phase of work being started a determination should be made that any prior acquisitions were accomplished in accordance with Titles II and III of the Uniform Act if applicable.

I will be able to authorize acquisition of those remaining areas as shown on map submitted with your request upon receipt of a revised map showing file numbers, areas, ownership and estimate of cost.

14. DATE 10/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

October 7, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80360
Project No. IX-9891(3)
S.E. Division St.-S.E. Powell Blvd. Section
Multnomah County

I request approval of a program change to adjust the estimated right of way costs as indicated in the attached memo from Mr. Lowe dated July 21, 1981.

Approval of this request will involve an increase of $53,801 in total cost and federal obligation of $45,731 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%
Present	$75,000.00	$63,750.00	85%
Previous	21,199.00	18,019.00	85%
Difference	$53,801.00	$45,731.00	

Funding of this increase is from 772 appropriation monies released from project agreement submission on Project IX-9877(3).

I further request authorization to proceed with the actual acquisition of the right of way as outlined in red on the enclosed copy of right of way map 9B-19-18. No relocation assistance is involved.

CL:bkc
Attachments
cc: R.N. Bothman
J. Boyd
F. Lowe
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/4/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE Division - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $3,000 - F.F. $2,570
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 9/17/81 letter.

FONSI approved 9/4/81.

(Funds are available for the above authorization within the obligated amount for the subject project.)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO Moehring
FOR
Info [illegible] [illegible] [illegible] Sign Ack File

[illegible]

14. DATE 9/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan Original Signed By D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Item No. 80360
Project No. IX-9891(1)
SE Division St.-SE Powell Blvd. Section
SE 182nd Ave. (FAU 9891)
Multnomah County

I request authorization as of September 4th to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval with no additional obligation of Federal funds at this time.

This request is based on the fact that the Finding of No Significant Impact (FONSI) was approved by FHWA on September 4, 1981.

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

4551

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

OREGON PROJECT M-9891(-)

SE. Division-SE. Powell Section
SE. 182nd Avenue
Multnomah County

This project has been thoroughly reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding is based on the attached environmental assessment which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

9-4-81
Date

EJ Valach
Ernest J. Valach
Program Development Engineer
Oregon Division - Salem, Oregon

Attachment

S. E. 182nd AVENUE

ENVIRONMENTAL ASSESSMENT

Revised - August, 1981

TABLE OF CONTENTS

Page

Description of Proposed Action ------------------------------- 1

Location & Design Features ------------------------------ 1

Need -- 2

Safety Concerns -- 2
System Relationships ------------------------------------ 2
Maintenance Costs ------------------------------------- 3
Transportation Demand ---------------------------------- 3

Alternatives Considered -- 6

Selection of Alternatives ------------------------------ 6
Description of Alternatives ---------------------------- 6

Impacts --- 9

Archaeological/Historical Resources --------------------- 9
Topography -- 9
Hydrology/Water Quality -------------------------------- 10
Biological Resources ------------------------------------ 10
Traffic - Through Movement ---------------------------- 11
Traffic - Turning Movements ---------------------------- 12
Safety Concerns -- 13
Land Use -- 13
Right-of-Way Acquisition ------------------------------- 14
Air Quality -- 14
Noise --- 16
Compliance with Statewide Planning Goals ---------------- 20

Comments and Coordination ------------------------------------ 23

Government Agencies ------------------------------------ 23
Citizen Involvement ------------------------------------ 24

1. DESCRIPTION OF PROPOSED ACTION.

Location and Design Features

Southeast 182nd Avenue is the southerly extension of S.E. 181st Avenue. Together, these roadways provide an important arterial connection for southeast Multnomah County with the I-84 freeway corridor. The 0.85 mile section of S.E. 182nd Avenue, from Division Street to Powell Blvd., is the length of roadway intended for modification (Figures 1 and 2). Currently, this roadway is an illuminated 20 feet wide roadbed containing two travel lanes without curbs, sidewalks or other appurtenances.

The proposed action would widen the existing road along both sides of the existing centerline within an 80 foot right of way. The new surface will be a 66 foot wide major arterial, including four travel lanes and a left turn median. Associated with the roadway will be concrete sidewalks on both sides. A curb lane of sufficient width to allow unidirectional bike travel (5' wide) is to be included on both sides of the roadbed. The project also includes two pedestrian-activated signals at school crossings. Storm drainage facilities are to be constructed along the length of the project. The estimated construction cost for the proposed action is about $1.6 million (1980 dollars).

PROJECT LOCATION

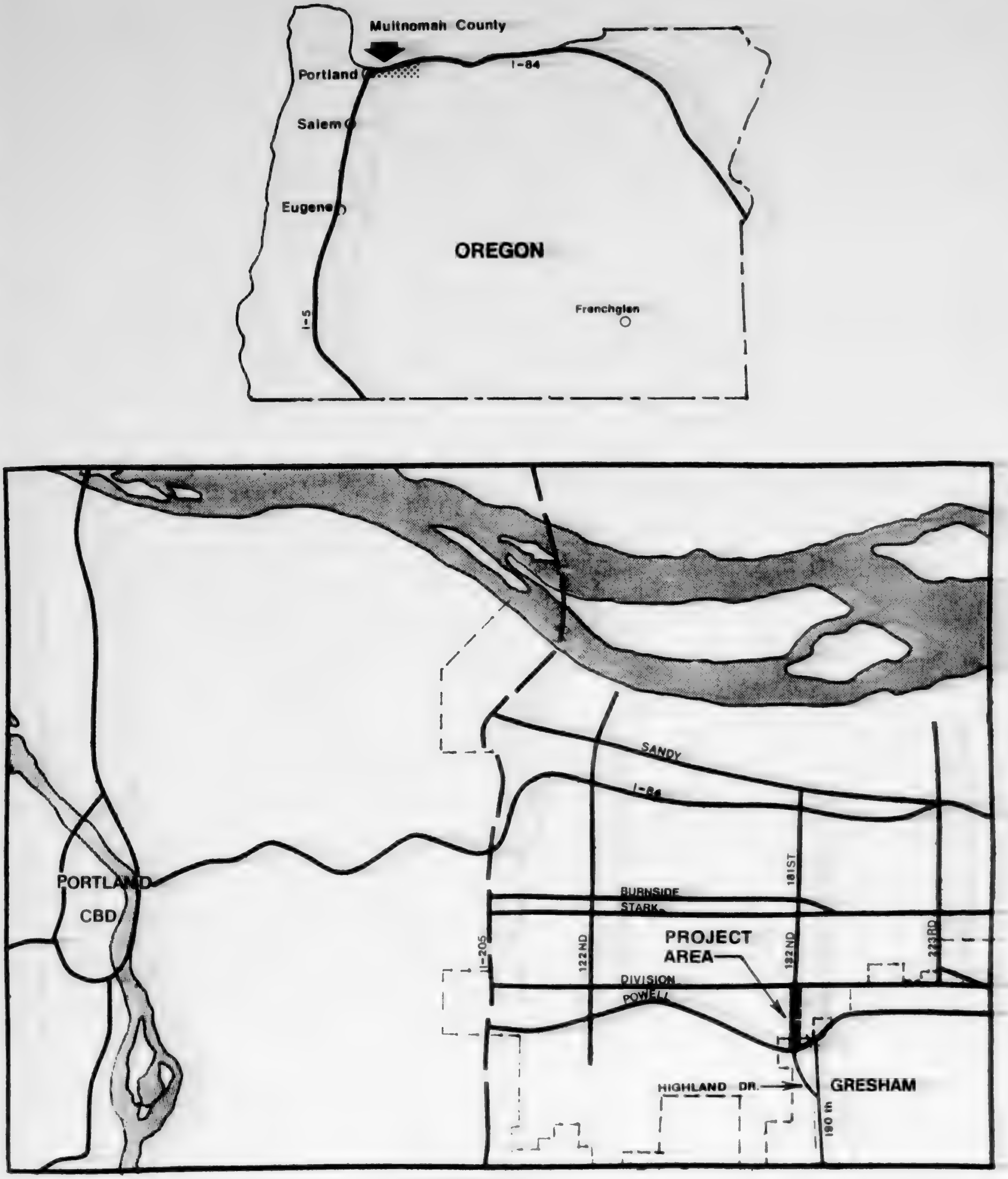
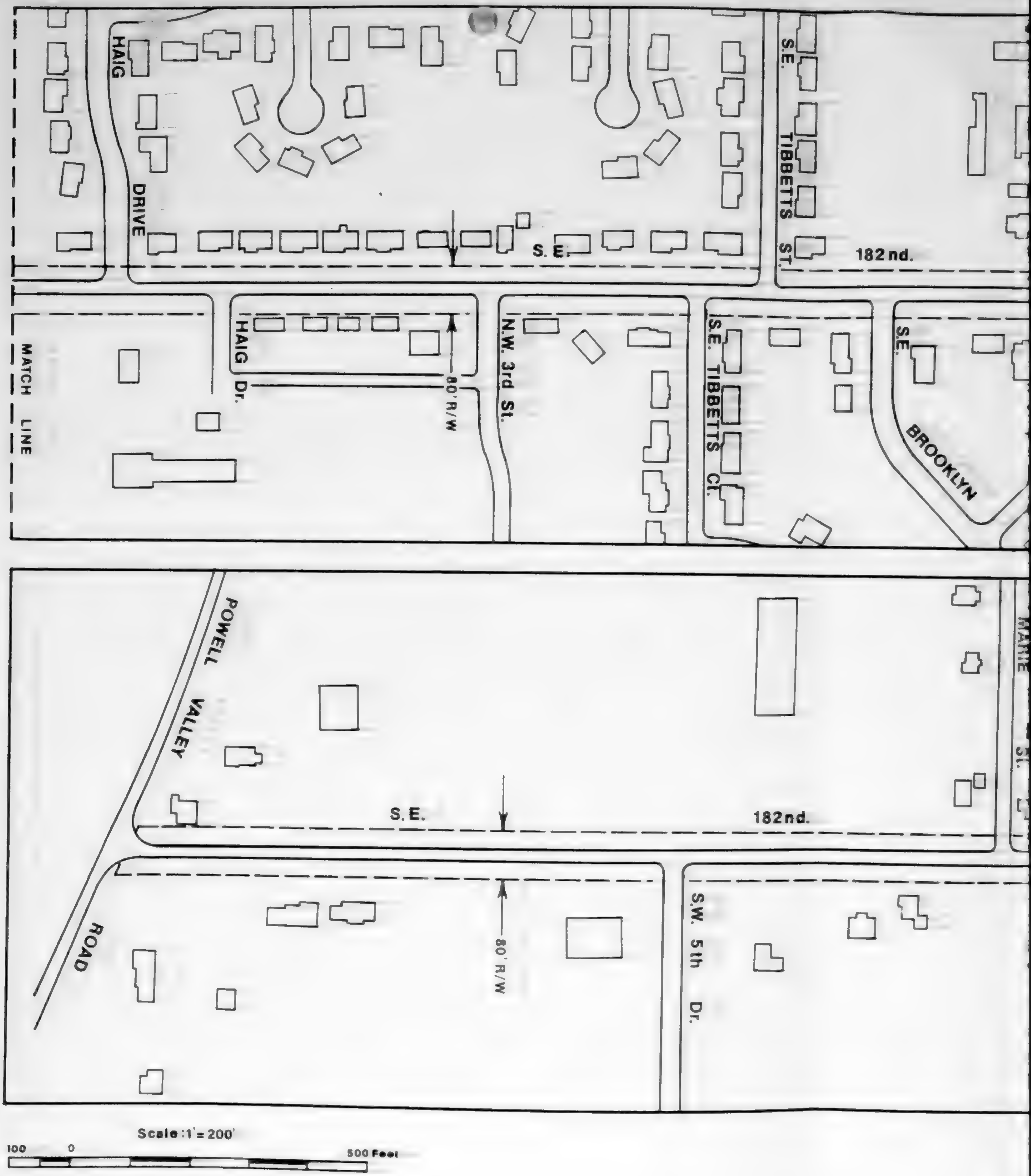

Multnomah County
Portland
I-84
Salem
Eugene
OREGON
Frenchglen
I-5
SANDY
I-84
PORTLAND
CBD
181ST
BURNSIDE
STARK
PROJECT AREA
223RD
I-205
122ND
182ND
DIVISION
POWELL
HIGHLAND DR.
GRESHAM
190 th

FIGURE 1


HAIG DRIVE
S.E. TIBBETTS ST.
S.E. 182nd.
MATCH LINE
HAIG Dr.
80' R/W
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E. BROOKLYN
MARIE St.
POWELL VALLEY ROAD
S.E. 182nd.
80' R/W
S.W. 5th Dr.
Scale: 1' = 200'
100
0
500 Feet

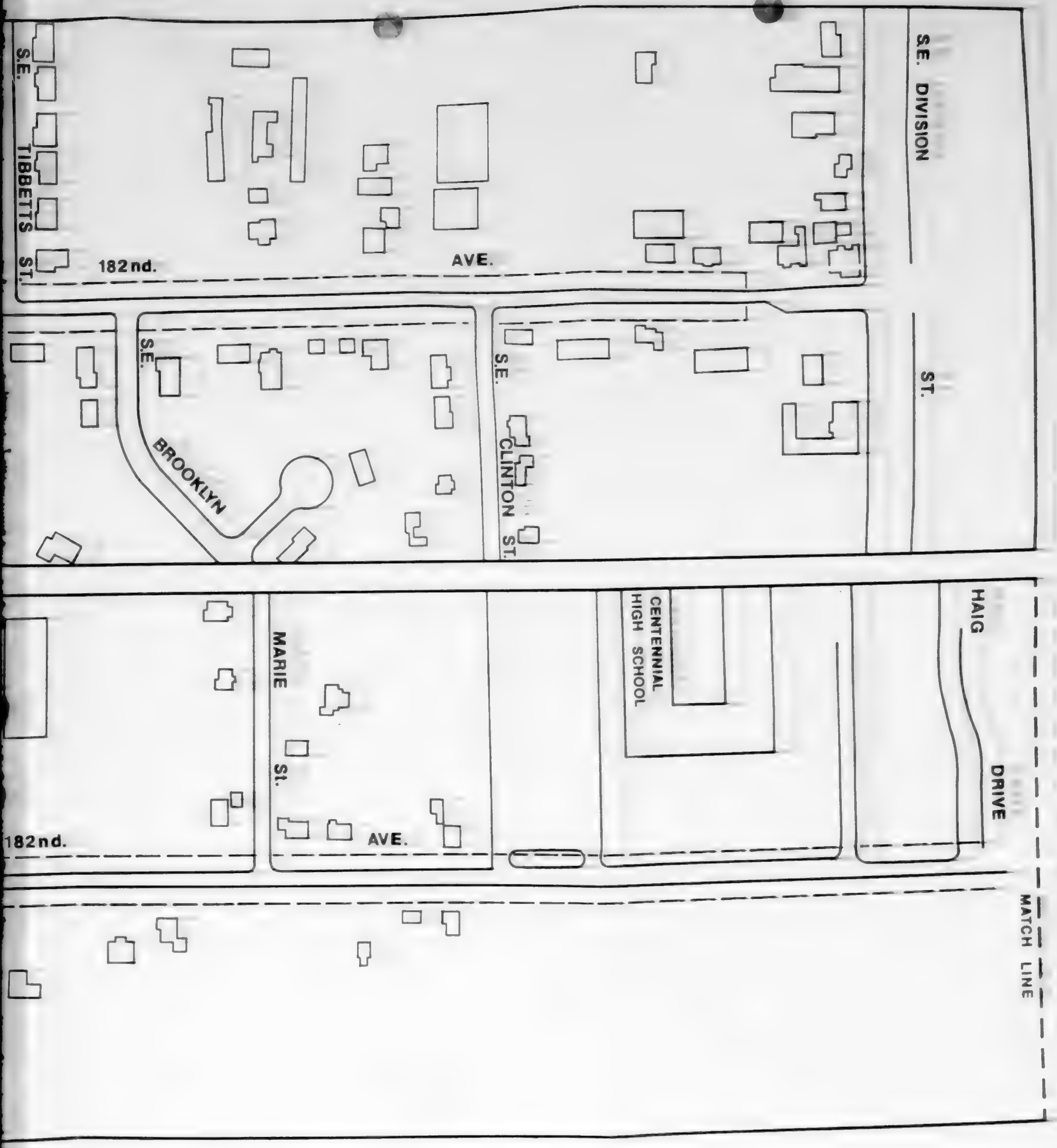

S.E. TIBBETTS ST.
182nd. AVE.
S.E. DIVISION ST.
S.E. BROOKLYN
S.E. CLINTON ST.
MARIE St.
CENTENNIAL HIGH SCHOOL
HAIG DRIVE
182nd. AVE.
MATCH LINE

FIGURE 2: LOCATION MAP

2. NEED.

Safety Concerns

Fifty-one traffic accidents (mostly rear end) occurred between 1976 and 1978. These rear end accidents were largely attributable to vehicles stopped in the travel lanes while executing left turns. In 1976, the road was named the most hazardous street section in Gresham. Two fatalities occurred on the road during 1977, both near the intersection of Brooklyn Court. As a result of these fatalities, local concern and interest in improving road safety has been evidenced, especially from Centennial School Board and its student body, as well as local interested citizens. The proposed improvements (sidewalks, left turn lanes and pedestrian activated signals) would alleviate these problems.

System Relationships

182nd Avenue provides access to the I-84 freeway for a large portion of East Multnomah County. Only three alternate freeway access sites exist: 238th Avenue (full access); Sandy Blvd. near 215th Avenue (partial access); 122nd Avenue (partial access). Access at 181st Avenue is limited to a west-bound on-ramp and east-bound off-ramp; however, current planning proposes a full access interchange at 181st Avenue. Since the entire length of 181st (except the portion under study here) is four travel lanes with left turn medians, the arterial will provide good freeway access and system continuity.

Traffic originating south of Powell Boulevard will be routed to 182nd/181st via Highland Drive, which is being constructed as a collector street with a 44 foot wide roadbed in a 60 foot right-of-way. It will have two travel lanes with left turn lanes at the Powell Blvd./182nd Ave. intersection. Highland Drive will serve several traffic generators including Hunters Highland residential development, a future shopping center and industrial park.

Maintenance Costs

Structural condition and pavement failures require frequent patching. Maintenance costs are projected at $75,000 to $150,000 (1980 dollars) during the next ten years. These costs are higher than normal for maintenance of county roads. The proposed project would alleviate these problems.

Transportation Demand

The projected increase in traffic volume during the next 20 years ranges from 40% to 77%. This is a significant change to the current traffic volumes (see Table 1).

Table 1. Traffic Projections: S.E. 182nd Avenue

Source	Current	1990	2000
METRO	8000 (1977)	—	Average 12,000
OSHD	Average 8200 (1975)	Average 11,500	Average 14,000 to 14,500
Multnomah County	(1980)* 11,473 So. of Division 8,908 So. of Haig Drive		16,000 So. of Division 12,400 So. of Haig Drive

* Data represents counts.

The present level of service along 182nd Avenue is C[1], which is a stable traffic flow with acceptable delays. It is anticipated that the level of service (year 2000) with the proposed improvements will be C to E, which is a basically stable flow with some congestion and delays. The expected level of service without the proposed improvements would be E, an unstable flow with intolerable delays. To maintain acceptable traffic flows, future improvements to S.E. 182nd Avenue may be necessary; without the proposed improvements, acceptable flows will not be achieved.

---

[1] The concept of level of service (LOS) assigns a letter designation to degrees of traffic congestion, "A" to "F". LOS "D" is considered to be the minimum acceptable level of traffic service. A LOS "F" indicates that a roadway is no longer functioning adequately and an excessive delay during peak periods can be expected.

Along with the increasing volume aspect of the traffic demands, are demands for turning movements. Figure 3 shows the existing and future turning volumes during peak hour traffic flows. It is during peak hour that turning movements (especially left turns) would have the greatest impact on traffic. As shown in the figure, current and anticipated future turning movements comprise a substantial percentage of the traffic flow between Division Street and Powell Boulevard.

The project is designed to account for increases in traffic volume by increasing the number of travel lanes, and to ensure smooth traffic flow by providing turning lanes.

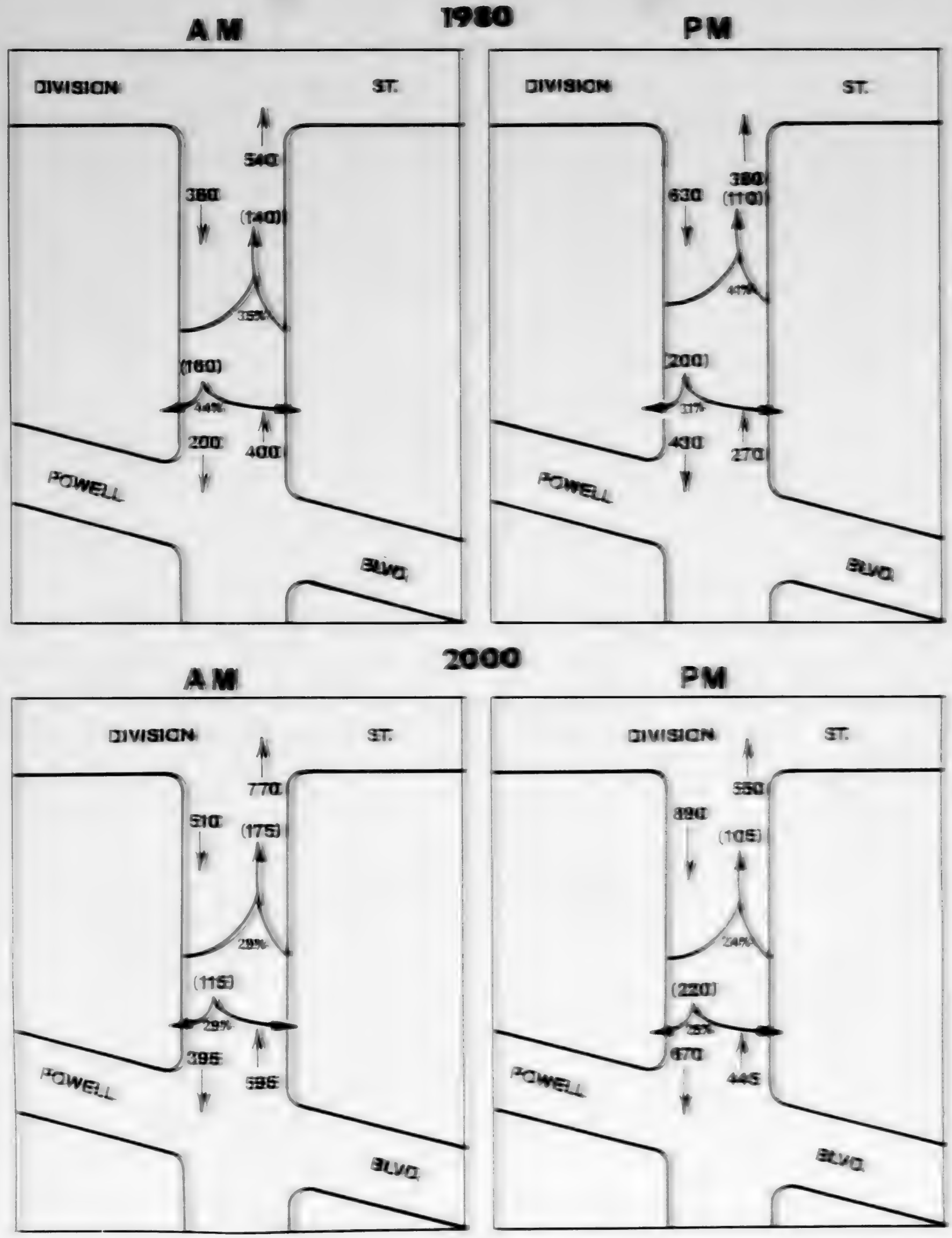

1980
AM
PM
DIVISION
ST.
540
380
(140)
35%
(160)
44%
200
400
POWELL
BLVD.
DIVISION
ST.
630
380
(110)
41%
(200)
31%
430
270
POWELL
BLVD.
2000
AM
PM
DIVISION
ST.
770
510
(175)
29%
(115)
29%
395
595
POWELL
BLVD.
DIVISION
ST.
550
890
(105)
24%
(220)
25%
670
445
POWELL
BLVD.

FIGURE 3: PEAK HOUR DIRECTIONAL VOLUMES – 1980 & 2000

3. ALTERNATIVES CONSIDERED

Selection of Alternative

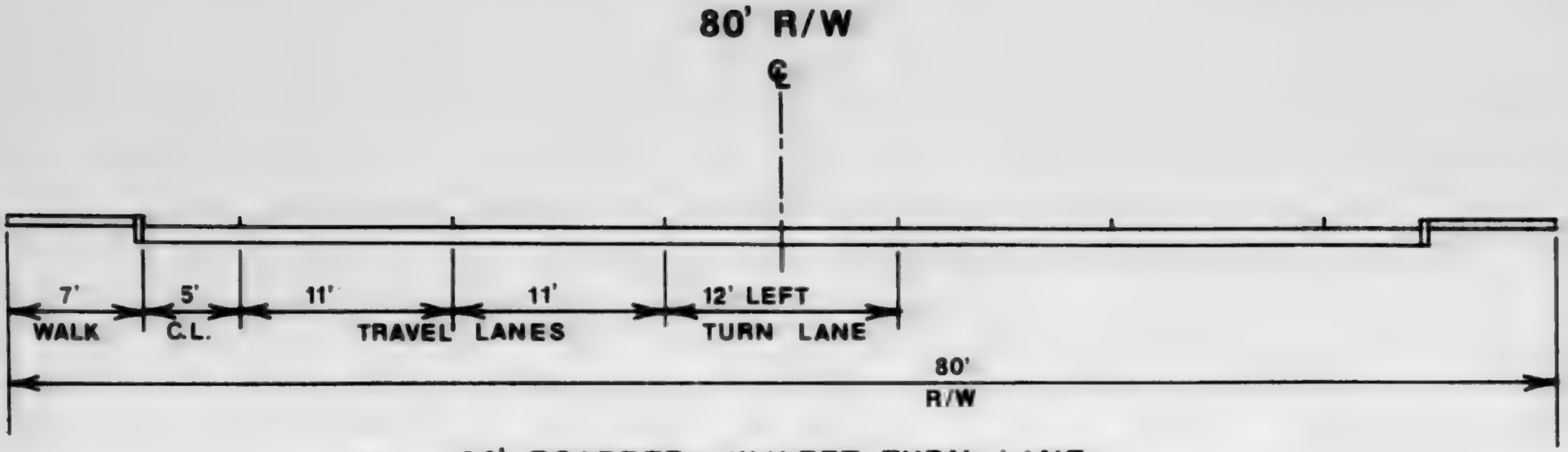
Table 2 shows design features for the existing 20 foot roadway and three build alternatives. A typical section of the alternatives is shown in Figure 4. Three alternatives were selected for analysis here: 1) a 66' roadbed with continuous left turn, 2) a 66' roadbed without turning lanes, and 3) a 44' roadbed with continuous left turn. These alternatives provide sufficient variation in design features to allow a reasonable range of comparison with the existing roadbed features (see Table 2); and fulfill most of the basic design standards for a major arterial within the County.

Description of Alternatives

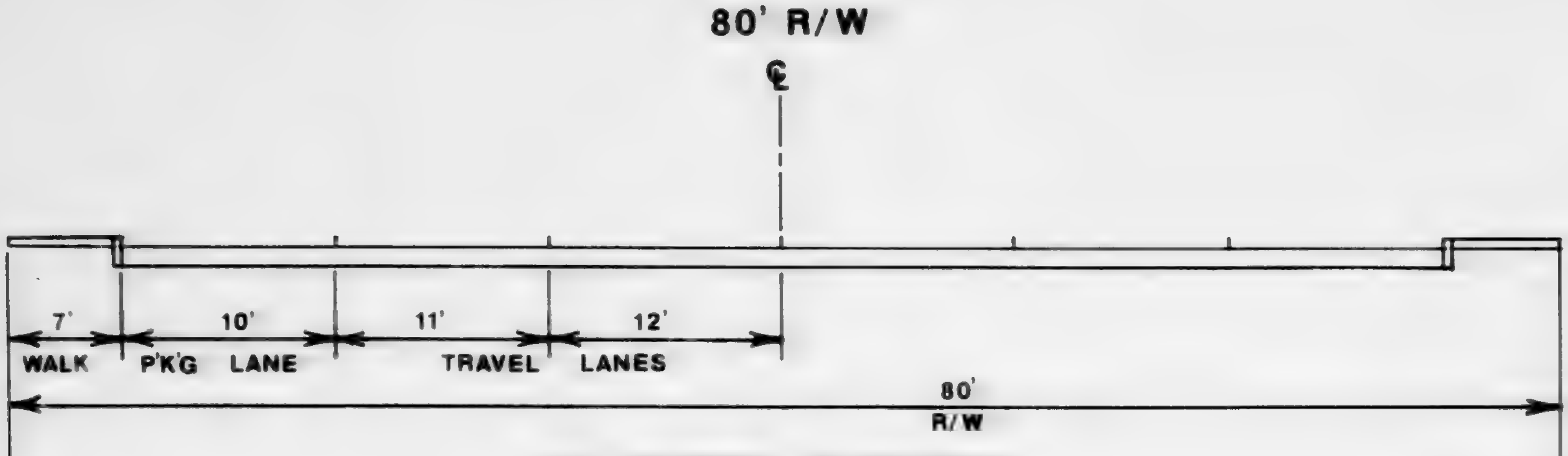
66' Roadbed with continuous left turn: This alternative has been selected as the preferred alternative and is described at the beginning of this document. It would provide 4 travel lanes, which is considered an adequate design level for projected traffic flows. It also provides a left turn lane. This is considered a necessary design feature, since this length of roadway has many access points (see Impacts section for further discussion). Other design features include striped curb lanes, sidewalks and pedestrian signals.

TABLE 2: DESIGN FEATURES OF ALTERNATIVES

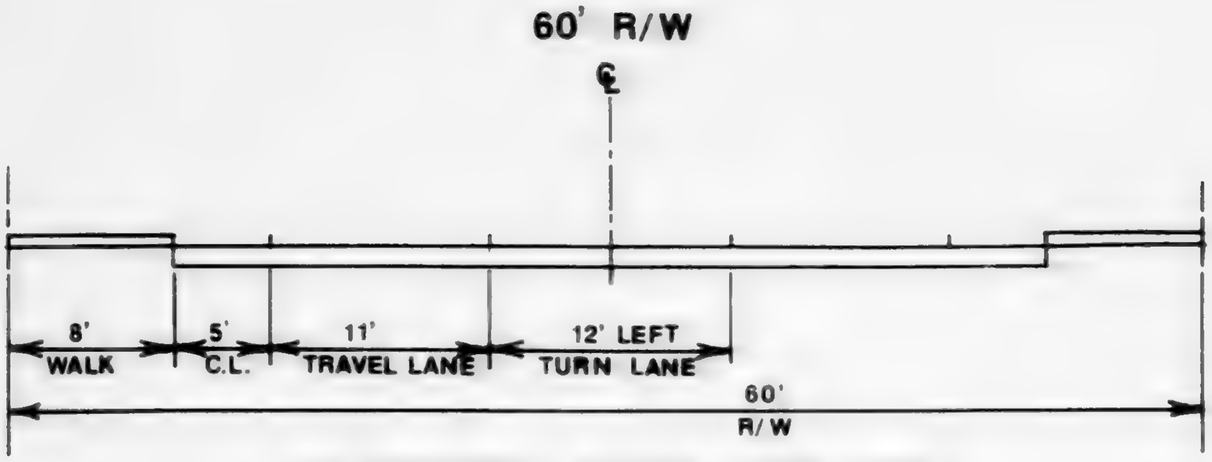
Design Functions	Existing 20' Pavement	44' Roadbed	66' Roadbed	66' Roadbed W/Left Turn
Through Movement	2 lanes; less than than 1000 ADT	2 lanes; 4000-10,000 ADT	4 lanes; 16,000+ ADT	4 lanes; 16,000+ ADT
Left Turns	No turn lanes	Continuous turn lane	No turn lanes	Continuous turn lane
Emergency Parking	Gravel shoulders	No parking lanes, emergency parking in curb lanes	2 parking lanes	No parking lanes emergency parking in curb lanes
Bicycle Movement	Gravel shoulders & traffic lanes	5' striped curb lanes	Parking and travel lanes	5' striped curb lanes
Pedestrian Movement	Gravel shoulders	Sidewalks & pedestrian activated signals	Same as 44' roadbed	Same as 44' roadbed
Traffic Safety	Signals at Division & Powell	Same as existing & pedestrian activated signals, sidewalks, bikeway	Same as 44' roadbed	Same as 44' roadbed
Drainage	Ditches & natural percolation	Inlets & sumps	Inlets & sumps	Inlets & sumps
Aesthetics	Width & no curbs lend rural character to the roadway	Width, curbs, sidewalks & signals lend urban character	Same as 44' roadbed	Same as 44' roadbed
Noise Abatement	Speed control & road maintenance	Speed control, road maintenance	Same as 44' roadbed	Same as 44' roadbed
Transit Movement	Designated bus stops	Same as existing	Same as existing	Same as existing
Right of Way	None required	7,000 sq. ft.	20,000 sq. ft.	20,000 sq. ft.


80' R/W
℄
7'
WALK
5'
C.L.
11'
11'
TRAVEL LANES
12' LEFT
TURN LANE
80'
R/W

66' ROADBED W/LEFT TURN LANE


80' R/W
℄
7'
WALK
10'
P'K'G LANE
11'
12'
TRAVEL LANES
80'
R/W

66' ROADBED W/PARKING


60' R/W
℄
8'
WALK
5'
C.L.
11'
TRAVEL LANE
12' LEFT
TURN LANE
60'
R/W

44' ROADBED W/LEFT TURN LANE

FIGURE 4: TYPICAL SECTIONS OF ALTERNATIVES

66' Roadbed: This alternative is identical to the 66' roadbed with continuous left turn except for the deletions of the left turn lane and striped curb lanes. Instead of those features, two parking lanes are included. Traffic flows are handled in four travel lanes (see Figure 4). This alternative also includes sidewalks and pedestrian signals. This alternative was rejected primarily because it does not provide for left-turn movements.

44' Roadbed: This alternative would be constructed within a 60' right-of-way, which would require property acquisition. This alternative provides two travel lanes, a continuous left turn lane, and striped curbed lanes. Except for restricted through-movement (due to the reduction from 4 to 2 travel lanes), this alternative resembles the 66' roadbed with continuous left turn. This alternative was rejected because it does not meet County Standards for major arterial roadbeds.

No-Build: This alternative would not change the existing conditions. Current and projected traffic congestion and pedestrian safety problems would not be alleviated. Maintenance problems would also continue. Moreover, the no-build situation does not fulfill City and County plans. This alternative was rejected for these reasons.

4. IMPACTS

The affected environment is an urban residential setting. The existing roadway provides access for these residences as well as a high school, two churches and a care center. The road is a rural type without curbs or sidewalks, crosswalks, stops or other appurtenance common to urban roadways. A variety of impacts is expected from the proposed widening of S.E. 182nd Avenue, including a commitment of construction resources as well as construction and use impacts to the surrounding environment. The following discussion concerns each of the anticipated construction and use impacts and where necessary, mitigative measures are discussed.

Archaeological/Historical Resources

The project area has relatively little potential for the discovery of significant archeological resources, because the area is in a largely developed state, with considerable disturbance. For these reasons, an archeological survey will not be conducted. This decision has been concurred with by the State Historic Preservation Office. There are no historic properties in the project area that are eligible for or listed in the National Register of Historic Places. A letter confirming this from the State Historic Preservation Office is contained in the appendix.

Topography

The project would be constructed near existing grade with a minimal amount of cut and fill. This would result in localized micro-topographic changes only. The no-build alternative would have no impacts.

Hydrology/Water Quality

The project will increase annual surface runoff by about 20 acre feet for the 66' wide roadbed, and 15 acre feet for the 44' wide roadbed. This runoff will be captured by storm drainage facilities (inlets and sumps) and allowed to percolate into ground waters. This is not considered an important change to the current hydrologic characteristics.

The quality of runoff waters is not expected to change due to traffic use in the build and no-build alternatives. Pollutants, on a tons per year basis (see Air Quality Impacts), are expected to decrease during the next 20 years. Since there is virtually no overland flow from the project site to local streams, construction impacts are expected to be minimal and limited to the construction site.

Biological Resources

About 60 large Douglas fir trees would be removed during construction. The 44' wide alternative would remove about 40 large trees. Smaller trees and shrubs will also be removed. The resultant ground surface will be graded and covered with sidewalk and roadway. No right-of-way will remain in which to allow replanting trees and shrubs.

Two potential mitigative measures were considered:

1) Acquire additional right-of-way to allow revegetation. The acquisition of right-of-way and its proximity to existing structures are impacts that would increase with implementation of this measure.

2) Plant trees in the sidewalk. Blocks of 3 square feet each could be used for trees, leaving a 3 foot wide passage. This measure increases maintenance costs due to roots cracking the sidewalk, and detracts from pedestrian movement.

Since the project will not remove all of the existing trees and shrubs, this increase in right-of-way does not appear warranted. The measures are not included in the proposed design. The wildlife habitat inventory, prepared for the County Comprehensive Plan, shows no significant habitat in the project area.

Traffic - Through Movement

S.E. 182nd Avenue carries traffic movements from residential and commercial sites, schools, and from principal arterials and State highway collectors (Division and Powell, respectively). Heavy and light trucks comprise about 3% of the present daily traffic. The 1990 projection is about 12,000 ADT, with about 4% trucks (see Chapter 2, Transportation Demand). Speeds are currently about 35 MPH, but expected to increase to 38 MPH by the year 2000.

Without the proposed improvement, speeds are expected to remain relatively constant as volumes increase. The following table shows this difference as a function of Level of Service:

Table 3. Levels of Service - S.E. 182nd Avenue

	1980	2000
With improvements		C-E
Without improvements	C	E

The proposed improvement would facilitate smoother traffic flows than can be expected from the no-build situation.

Traffic - Turning Movements

The 4400' long roadway proposed for modification has 58 separate access points including 39 residential driveways, 9 street intersections, and 10 access points for churches, schools and a care center. A substantial demand for turning movements exists and is expected to continue (se Chapter 2, Transportation Demand).

The proposed project's 66' roadbed with left turn lane, will alleviate turning conflicts by providing two travel lanes in each direction as well as a continuous left turn lane, which allows easier access to and exit from the flow of traffic. The alternative 66' roadbed would not have provided left turn facilities. The 44' roadbed alternative would have provided continuous left turn, but only one travel lane in each direction.

Safety Concerns

The project will have a beneficial effect on pedestrian safety by providing sidewalks and pedestrian activated signals. The 44' roadbed and 66' roadbed with left turn designs both show 5' wide striped curb lanes for bicycle traffic. The 66' roadbed with parking had no provision for bicycle traffic. The no-build alternative would not change the present pedestrian safety concerns.

Land Use

There are a variety of land uses along S.E. 182nd Avenue. A community activity center is designated by the Multnomah County Comprehensive Plan at the intersection of Division and S.E. 182nd. This center includes general commercial, office, light industrial, and community facilities uses. Centennial High School and Portland Adventist School are located on S.E. 182nd Avenue between Haig and Marie Streets. Lynch Terrace and Lynch Meadows schools are located at the Brooklyn Street intersection. The remainder of the area is a developed neighborhood comprised of low density and medium density detached dwellings.

The intersection of S.E. 182nd and Powell is designated commercial use by the City of Gresham Comprehensive Plan, but is not presently developed as such. Immediately to the south of Powell Boulevard is a planned industrial park and a residential area. These planned uses have taken into account the eventual upgrading of S.E. 182nd to a major arterial.

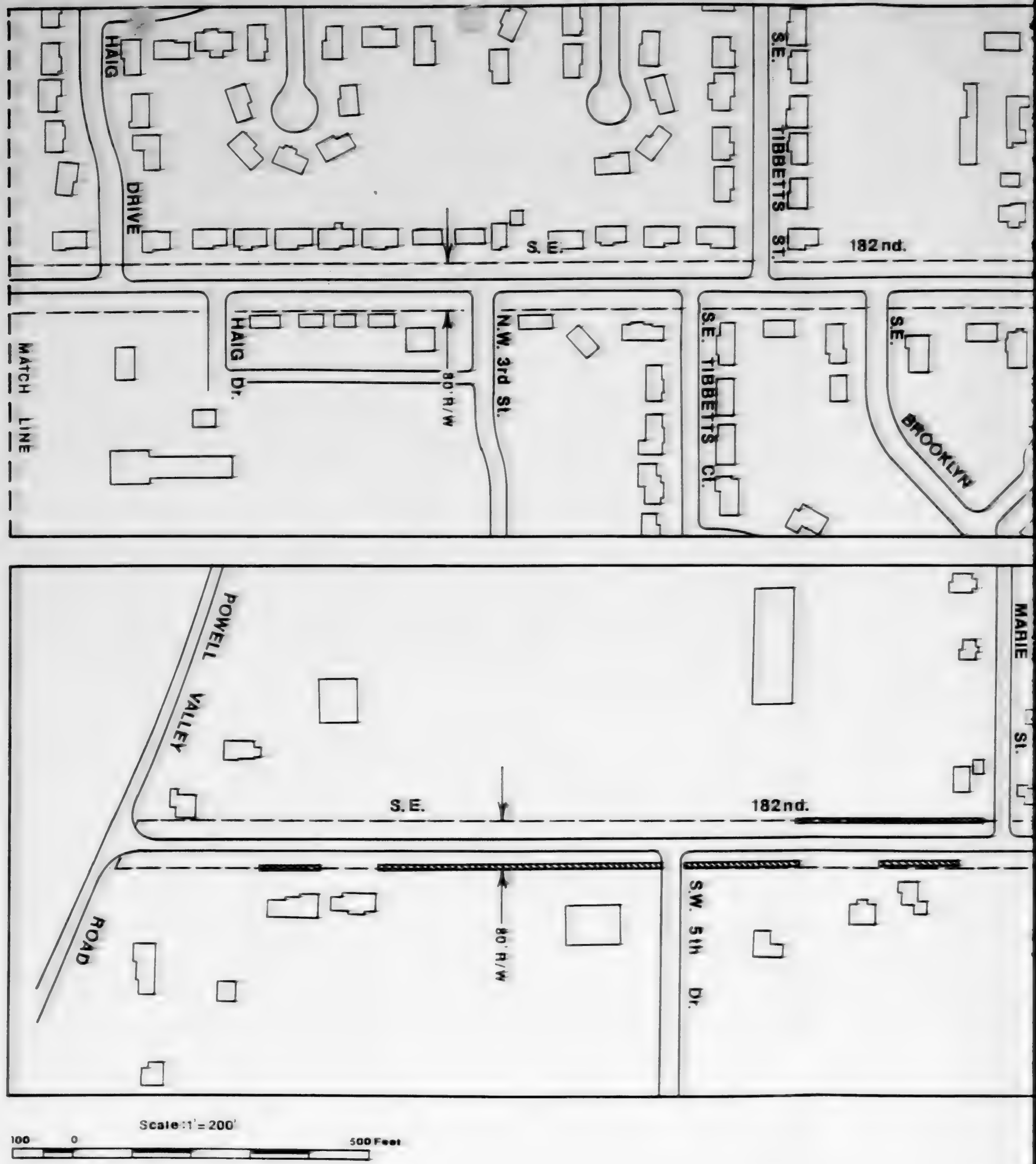
Since the land adjacent to the right-of-way is currently developed, direct land use impacts are not anticipated. Some increases in the rate of residential infill may occur as a secondary impact to the surrounding area. This impact should be slight, since infill sites are limited. An increase in the rate of commercial, industrial and residential development is expected at Powell Blvd., and southerly along Highland Drive; however, completion of Highland Drive represents the primary direct impact to those land uses.

Right-of-Way Acquisition

The project will require the acquisition of about 20,000 sq. ft. of right-of-way. the 44' alternative would have required approximately 7,000 sq. ft. None of the acquisitions would involve structures, but would move the existing right-of-way line 10 to 15 feet closer to residences (Figure 5).

Air Quality

The build alternatives will cause an increase in dust and construction vehicle emissions during the construction phase. Dust levels will be mitigated by the application of dust palliatives.


HAIG
DRIVE
S.E.
TIBBETTS
St.
S.E.
182nd.
MATCH LINE
HAIG
Dr.
80' R/W
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E.
BROOKLYN
POWELL
VALLEY
ROAD
MARIE
St.
S.E.
182nd.
80' R/W
S.W. 5th
Dr.
Scale: 1'=200'
100
0
500 Feet

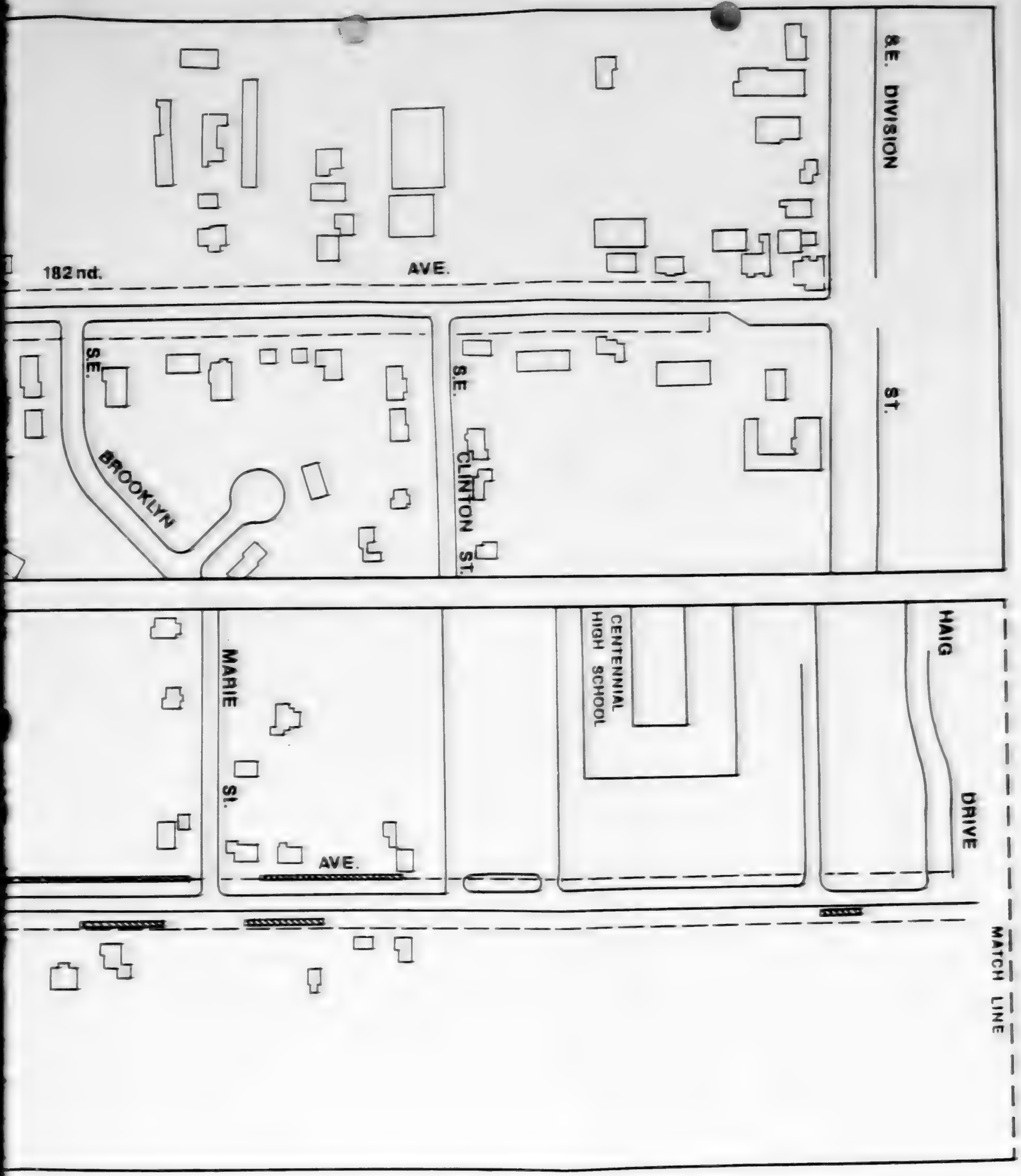

S.E. DIVISION
ST.
182 nd.
AVE.
S.E.
BROOKLYN
S.E.
CLINTON
ST.
MARIE
St.
AVE.
CENTENNIAL
HIGH SCHOOL
HAIG
DRIVE
MATCH LINE

FIGURE 5: REQUIRED RIGHT OF WAY

There is no significant difference in air quality impacts between the build and no-build conditions (Table 4). Nitrogen oxides (NO_x), hydrocarbons (HC), carbon monoxide (CO) and lead (Pb) emissions are all expected to decrease during the next two decades. The project is judged to be consistent with the State Clean Air Act Implementation Plan.

Table 4. Pollutant Emissions - S.E. 182nd Avenue

	Pollutants			
No Build	CO(T/yr)	HC(T/yr)	NOx(T/yr)	Pb(lb/yr)
1980	168.4	16.9	14.1	57
1982	141.4	13.3	13.0	38
2000	55.0	5.0	12.4	24
Build				
1980	168.4	16.9	14.1	57
1982	142.0	13.3	13.1	38
2000	54.0	4.8	12.9	26

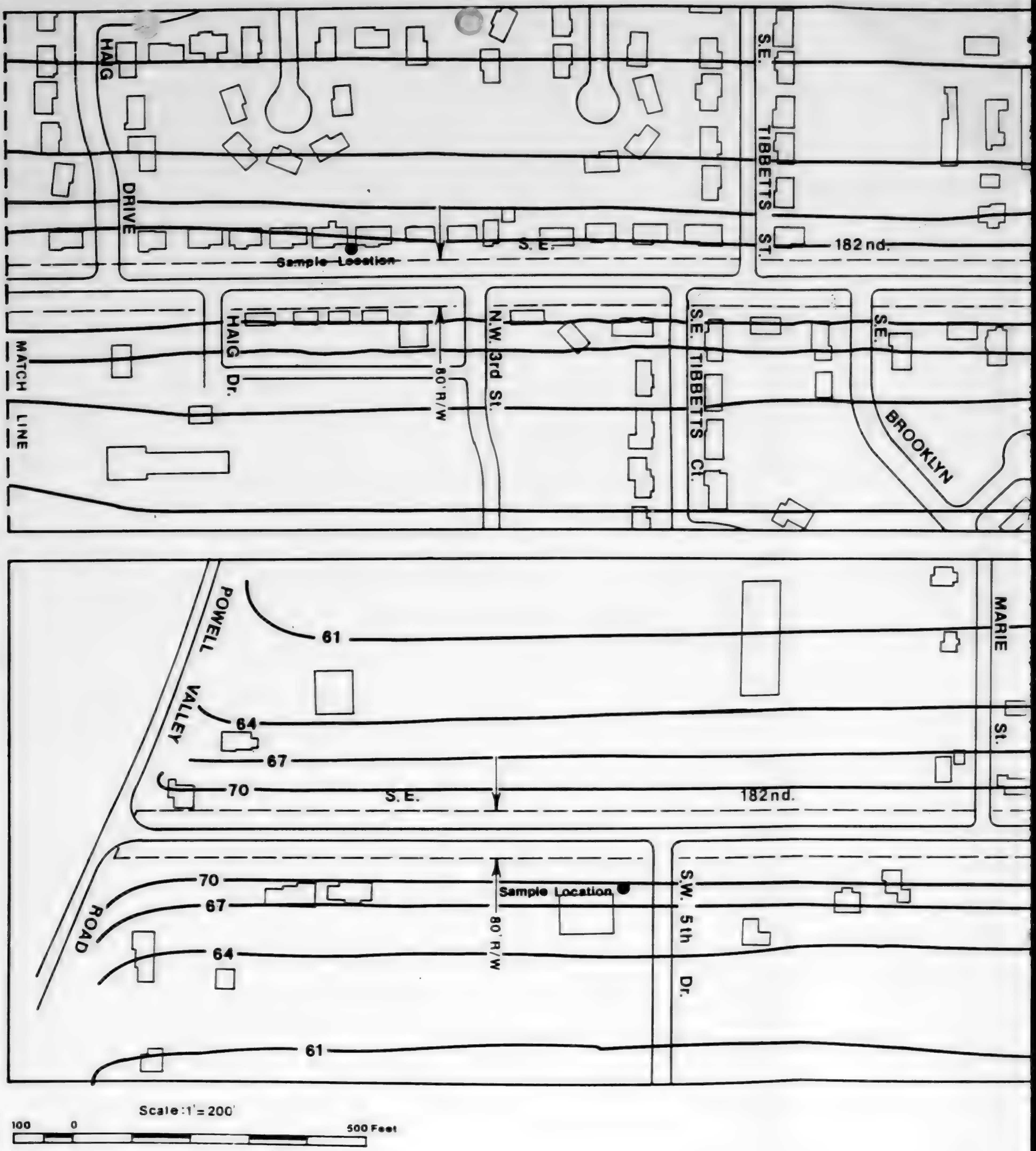
Source: ODOT "Crityear & Total" computer programs.
Printouts of programs available for review.

Noise

A noise analysis designed to establish current noise levels, predict worse-case future noise levels, and provide mitigative measures was conducted. Copies of the noise study are available for review at Multnomah County Department of Environmental Services.

The existing acoustical environment was monitored at three sites (shown on Figure 6) and those levels as well as the predicted worst-case 1990 noise levels are listed in Table 5. Figure 6 also shows the worst-case 1990 noise contours along the roadway. The no-build option would result in a noise increase of approximately 2-3 dBA at all sites. This is due to the expected increase in traffic volume. Worst-case build noise levels would increase over the existing by 3 to 6 dBA. The largest increase of 6 dBA will be experienced in the middle portion of the project area for residences on the west side of 182nd Avenue during the morning rush hour. Noise levels for the proposed project would be approximately 1-3 dBA higher than the no-build option. This increase is due to a wider roadway which moves the traffic closer to the receiver's location.

None of these increases are considered significant noise level increases in themselves, but since most receptors along the project are expected to receive noise levels in excess of the FHWA design noise level of L_{eq} 67 dBA by 1990, an investigation of mitigation measures is required. In cases where noise mitigation is feasible and cost effective, it must be implemented.


HAIG
DRIVE
S.E.
TIBBETTS
ST.
182 nd.
S.E.
Sample Location
HAIG
Dr.
80' R/W
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E.
BROOKLYN
MATCH
LINE
POWELL
VALLEY
ROAD
61
64
67
70
S.E.
182nd.
MARIE
St.
70
67
64
61
Sample Location
80' R/W
S.W. 5th Dr.
Scale: 1" = 200'
100
0
500 Feet

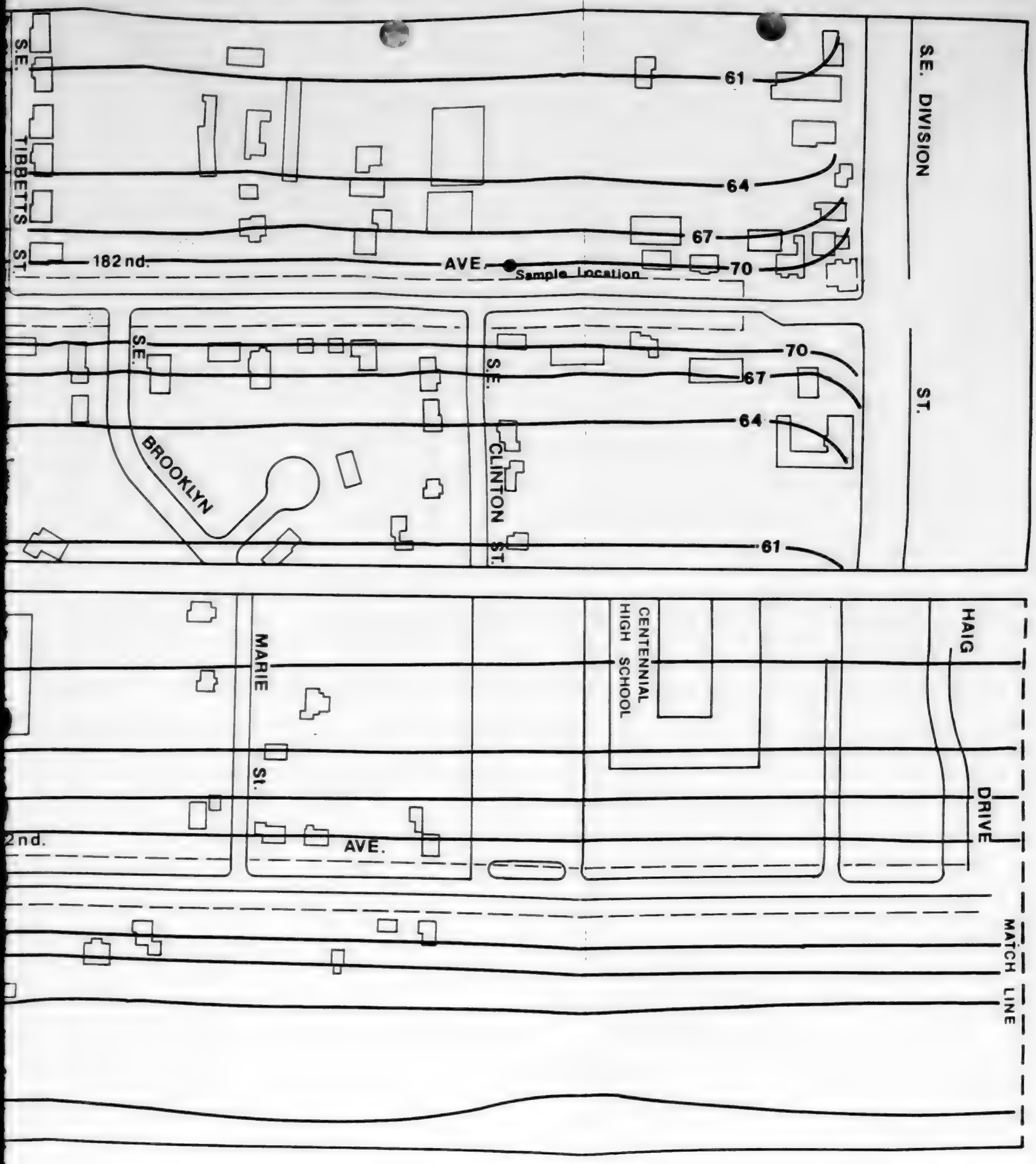

S.E. TIBBETTS ST.
182nd. AVE.
Sample Location
61
64
67
70
S.E. DIVISION ST.
S.E. BROOKLYN
S.E. CLINTON ST.
MARIE St.
CENTENNIAL HIGH SCHOOL
HAIG DRIVE
2nd. AVE.
MATCH LINE

FIGURE 6: NOISE CONTOURS–1990 (dBA, Leq)

Table 5

EXISTING AND FUTURE NOISE LEVELS

		Noise Levels Leq^{h}(1) @ 50 ft. from Centerline				
				66' Roadbed with Left Turn(2)		Federal Design Noise Levels
Site	Hour	Existing	No-Build	East	West	
1	4-5 pm	64	67	69	70	67
	8-9 am	64	67	70	69	
2	4-5 pm	67	70	72	73	67
	8-9 am	67	70	72	71	
3	4-5 pm	64	66	68	69	67
	8-9 am	64	66	69	68	

(1) Hourly equivalent energy noise level.

(2) Different north/south traffic volumes, wide roadway and short receiver distances required separate calculations for each side of the roadway.

The average amount that FHWA exterior design noise levels are exceeded, considering all sites and times, is 2 dBA, under the worst-case. The no-build alternative would have had the lowest overall noise impact.

None of the church or care center buildings were found to exceed the FHWA exterior design noise levels for the predicted 1990 noise levels. Centennial High School was predicted to be 1 dBA in excess. However, the classrooms facing 182nd Avenue are windowless and brick walled. This classroom space is used for shop (e.g., wood and metal working) activities. Also, a landscaped berm has been constructed by the high school along this portion of the school grounds. The impact to these non-profit and public institutions in expected to be negligible. The occurrence of numerous access points including residential driveways, school and church driveways and street intersections (see Chapter 2, Transportation Demand, and Chapter 4, Traffic-Turning Movements) does not allow effective application of noise barriers in most sections of the project.

During the comment period on this Environmental Assessment the Oregon Department of Environmental Quality pointed out a potential for noise mitigation along the east side of 182nd Avenue between Haig Drive and 3rd Street (Appendix B). In this section, all the residences use driveway accesses to the next street to the east, though they also have access rights to 182nd Avenue. The absence of driveway cuts along this block would allow construction of a noise barrier, if it is also acceptable to the residents and provides cost-effective reductions in noise levels. The county is committed to studying the feasibility of mitigation in this location. Mitigation will be included in the project if found to be feasible, and is acceptable to the residents.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m., and 6:00 a.m., on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the Engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noisy construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noise work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Compliance with Statewide Planning Goals

Table 6 shows the relationship of the project to statewide planning goals adopted by the Land Conservation and Development Commission. Table 7 shows that same relationship for the no-build option.

The proposed project is compatible in all applicable items except "Air, Water and Land Resources". Impacts to these resources are moderate, mitigable and limited in their effect, as discussed earlier in this chapter. The proposed project is deemed to be in compliance with statewide planning goals. The no-build alternative would not be in compliance in five applicable categories.

Compliance with Statewide Planning Goals

Table 6 shows the relationship of the project to statewide planning goals adopted by the Land Conservation and Development Commission. Table 7 shows that same relationship for the no-build option.

The proposed project is compatible in all applicable items except "Air, Water and Land Resources". Impacts to these resources are moderate, mitigable and limited in their effect, as discussed earlier in this chapter. The proposed project is deemed to be in compliance with statewide planning goals. The no-build alternative would not be in compliance in five applicable categories.

Table 6

GOAL CONFORMANCE CHECKLIST - BUILD ALTERNATIVE

Goal	Not Applicable	Compatible	Potential Conflict
Citizen Involvement		X	
Land Use Planning		X	
Agricultural Lands	X		
Forest Lands	X		
Open, Scenic & Historic	X		
Natural Resources	X		
Air, Water & Land			X
Natural Hazards	X		
Recreation	X		
Economy		X	
Housing		X	
Public Facilities		X	
Transportation		X	
Energy Conservation		X	
Urbanization		X	

Table 7

GOAL CONFORMANCE CHECKLIST -- NO-BUILD ALTERNATIVE

Goal	Not Applicable	Compatible	Potential Conflict
Citizen Involvement	X		
Land Use Planning			X
Agricultural Lands	X		
Forest Lands	X		
Open, Scenic & Historic	X		
Natural Resources	X		
Air, Water & Land		X	
Natural Hazards	X		
Recreation	X		
Economy		X	
Housing			X
Public Facilities			X
Transportation			X
Energy Conservation		X	
Urbanization			X

5. COMMENTS AND COORDINATION

Government Agencies

A great deal of coordination and citizen involvement for the S.E. 182nd Avenue project occurred in conjunction with the preparation and adoption of the County's Comprehensive Framework Land Use Plan and Community Land Use Plans. Transportation was a major element of both plans. The Comprehensive Framework Plan included a transportation technical appendix, which analyzed traffic and transit needs for the East County area and recommended the S.E. 182nd Avenue project. The technical appendix, as well as the Framework Plan, was developed in conjunction with, and reviewed by the City of Gresham, the Columbia Region Association of Governments (now MSD), the Oregon Department of Transportation, and Tri-Met. Citizen involvement for the Framework Plan, including the transportation element, utilized workshops and town meetings during the development of the plan, and formal hearings with the Planning Commission and Board of County Commissioners during adoption. The S.E. 182nd Avenue project was supported at every step by outside agencies and citizens. The Comprehensive Plan was adopted October, 1977, and approved by LCDC in 1980.

The proposed action was developed and prioritized by the East Multnomah County Transportation Committee comprised of Multnomah County, City of Gresham, City of Troutdale, City of Fairview, and City of Wood Village.

In committee, these agencies review potential projects and select certain ones for implementation. The S.E. 182nd Avenue widening has received top priority ranking from the committee. The members of the committee have also supplied relevant information used in the preparation of this environmental assessment.

Citizen Involvement

A primary impetus for this project stems from local interested citizens and the Centennial High School student body. Multnomah County has received correspondence from these parties in favor of the widening project and asking the County to expedite its implementation. In December 1980, Multnomah County presented a status report and explained the plans for the road widening before the Centennial School Board and interested citizens. The County will continue to take the concerns of these parties into account.

The public availability of this Environmental Assessment was advertised in local newspapers on 24 June 1981. The document was also circulated to government agencies with possible interests in the impacts of the proposed project. During the subsequent 30-day comment period the only comments received were from the Oregon Department of Environmental Quality (Appendix B). Their comment was that there is some potential for [the construction of] a noise barrier along the east side of 182nd Avenue between Haig Drive and N.W. 3rd Street. In response, as documented in this Environmental Assessment in the revised section on noise, the County has made a commitment to investigating the feasibility of mitigation at this location. Mitigation will be included in the project, if found to be cost effective and feasible.

A copy of this assessment and the Noise Study Report will be supplied to the Multnomah County Planning Department for their use in preventing future noise impacts.

APPENDIX A

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

April 1, 1981

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman

RE: SE Division-SE Powell (SE 182nd)
Portland, Multnomah County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

(503) 229-6086

November 10, 1980

R. W. Hufstader
Engineering Services
2115 S. E. Morrison Street
Portland, Oregon 97214

Re: SE 182nd Avenue

Dear Mr. Hufstader:

For highway projects, the Indirect Source Rules are applicable if a proposed highway section is forecast to have a traffic volume of 20,000 or more vehicles per day within ten years after completion, or will show an increase of 10,000 or more vehicles per day within ten years after completion.

Based on the forecast traffic volumes for the SE 182nd Avenue project, it would not be required to have a permit from the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

APPENDIX B

326-1959

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: SE Division-SE Powell Blvd SE 182 Ave EA

DATE: 7/14/81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8106 2 590

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

ENVIRONMENTAL SECTION
July 16, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

566-1454 (220)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

MA PDM PDE TSE SPC
ODOT - METRO
JUL 29 1981

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

AMS PPS PPC FILE T/A

APPLICANT: OR DOT-Highway Division

PROJECT TITLE: SE Division-SE Powell Blvd-SE 182nd Ave-Environmental Assessment

PNRS #: 8106 2 590

DATE: 7/24/81

The State Clearinghouse has received additional comments from

Oregon Department of Environmental Quality

subsequent to our conclusion letter of 7/14/81

please see copy (ies) attached for your attention.

ENVIRONMENTAL SECTION
July 28, 1981

Additional Clearinghouse comments:

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

(xx) Please consider this letter and enclosure(s) an addendum to our previous letter.

(xx) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 10 1981
JUL 21 1981

PNRS STATE REVIEW

Project #: 8106 2 590 Return Date: JUL 10 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Noise Control Section Comments: The analysis of the noise impacts for the project was adequate. Many homes along 182nd Ave. are now, and will be in the future, heavily impacted by highway noise. The project environmental assessment specified no noise mitigation measures for construction. The Department recommends that noise mitigation be investigated further. There appears to be some potential for a noise barrier between Haig Drive and NW 3rd St. on the east side of 182nd Ave. Also, the land use zoning in the area should be reviewed by the Multnomah County Planning Department to prevent future noise impacts.

Air Quality Comments: The Department defers judgment as to whether an Indirect Source Construction Permit application will be required until Metro has revised year 2000 traffic forecasts for the region. We expect this information to be available sometime in October or November, 1981.

Agency DEQ By Norman L. Jette

Phone Number 229 531

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: August 31, 1981

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager
Environmental Section Gary

SUBJECT: Revised Environmental Assessment
S.E. Division St.-S.E. Powell Blvd. Section
S.E. 182nd Avenue
Multnomah County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

9-2-81
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ct

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 7, 1981

File No: 326-1959

TO: T.A. SPENCE
Plan & Program Manager

FROM: E.C. MERSHON Earl C. Mershon
Program Engineer

SUBJECT: SE Division - SE Powell
SE 182nd Avenue
Multnomah County
Prefix 326-1959

Gary Zehner called on August 6 to say that Project Management cannot program right-of-way funds with FHWA for this project until we have federal approval of the Finding Of No Significant Impact (FONSI).

Last week we were notified that the right-of-way programming estimate was $75,000 (TEC). We sent a letter to Project Management requesting them to program the right-of-way by transferring the needed obligation from the Madrona-Jean, Lower Boones Ferry Road project.

Don Fantz told me that he recently returned the environmental assessment to Multnomah County for the addition of a "comments and coordination" section. How soon the county returns this document for approval by the feds as a FONSI will control when we program the right-of-way with FHWA.

I told Gary Zehner that since we can't program the right-of-way until approval of the FONSI, he can disregard our instructions to transfer funds from Lower Boones Ferry Road. Project Management will fund the Division-Powell right-of-way from the supplemental IX funds if the FONSI is approved in FY 81.

ECM:JS

cc; D.R. Adams
J.D. McClure
G.E. Zehner
D.E. Fantz

[illegible] either

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: ~~July 29, 1981~~

File No: 326-1959

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: D.R. ADAMS
Project Development Manager

SUBJECT: SE Division-SE Powell
SE 182nd Avenue
Multnomah County
Prefix 326-1959

The right-of-way programming estimate for this project is $75,000 (TEC). This is equivalent to $63,750 (federal).

We currently have $18,020 (federal) obligated for right-of-way. To fund the remainder of the needed obligation, please transfer monies from the existing right-of-way obligation for Lower Boones Ferry Road, Madrona to Jean, IX-9473.

We will replenish the right-of-way obligation for Boones Ferry Road in 1982.

DRA:ECM:JS

cc: T.A. Spence
K. Rolfe
J.D. McClure
G.E. Zehner
D.E. Fantz
L.G. Brock

8-6-81
FA Unit wants to delay this and use supplemental FAI-x.
Ok says Earl Mershon.
Relayed to FA Unit.
G

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT-Highway Division

PROJECT TITLE: SE Division-SE Powell Blvd-SE 182nd Ave-Environmental Assessment

PNRS #: 8106 2 590

DATE: 7/24/81

The State Clearinghouse has received additional comments from

Oregon Department of Environmental Quality

subsequent to our conclusion letter of 7/14/81

please see copy (ies) attached for your attention.

ENVIRONMENTAL SECTION
July 28, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

Additional Clearinghouse comments:

(xx) Please consider this letter and enclosure(s) an addendum to our previous letter.

(xx) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

RECEIVED
TECHNICAL SERVICES
JUL 29 8
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inve
Info

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div,
Dept. of Environmental Quality
RECEIVED
JUN 10 1981
JUL 21 1981

PNRS STATE REVIEW

Project #: 8106 2 590 Return Date: JUL 10 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Noise Control Section Comments: The analysis of the noise impacts for the project was adequate. Many homes along 182nd Ave. are now, and will be in the future, heavily impacted by highway noise. The project environmental assessment specified no noise mitigation measures for construction. The Department recommends that noise mitigation be investigated further. There appears to be some potential for a noise barrier between Haig Drive and NW 3rd St. on the east side of 182nd Ave. Also, the land use zoning in the area should be reviewed by the Multnomah County Planning Department to prevent future noise impacts.

Air Quality Comments: The Department defers judgment as to whether an Indirect Source Construction Permit application will be required until Metro has revised year 2000 traffic forecasts for the region. We expect this information to be available sometime in October or November, 1981.

Agency DEQ By Norman L Jette

Phone Number

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 21, 1981

FROM: F. C. Lowe FCLowe
Condemnation/Federal-aid Coordinator

SUBJECT: S.E. Division St.-S.E. Powell Blvd.
S.E. 182nd Avenue
Multnomah County
Project #IX-9891(1)

We have received 13 files on the above FAI-X Project. We have an estimate of $75,000 to acquire this right-of-way and it will not require a moving or relocation allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration. This estimate covers files 52362 through 52374 as shown on map 9B-19-18.

FCL:jh

PROJECT MANAGEMENT BRANCH
[illegible] ☐ STE
PLE ☐ RE ☐ PRE ☐
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 21, 1981

FROM: F. C. Lowe F C Lowe
Condemnation/Federal-aid Coordinator

SUBJECT: S.E. Division St.-S.E. Powell Blvd.
S.E. 182nd Avenue
Multnomah County
Project #EX-9891(1)

We have received 13 files on the above FAI-X Project. We have an estimate of $75,000 to acquire this right-of-way and it will not require a moving or relocation allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration. This estimate covers Files 52362 through 52374 as shown on map 9B-19-18.

FCL:jh

7-23-81

Deobligated [illegible] 92
for Arterial overlay

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG

9551

AGR

STATE OF OREGON **INTEROFFICE MEMO**

files

DEPT TELEPHONE

DATE July 16, 1981

TO: Robert Gormsen
Manager, Commission Services

FROM: Adele L. Egan Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement 187
Right of Way Services
S. E. Division-S. E. Powell Blvd.
S. E. 182nd Avenue
Multnomah County

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original of the subject agreement.

The project will be programmed.

AE
mp

Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Title, w/c

noted in
[illegible] book
fn

81-125-1387

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

1551

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: SE Division-SE Powell Blvd SE 182 Ave EA

DATE: 7/14/81

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

[illegible] 598

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

ENVIRONMENTAL SECTION
July 16, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

6-81

S. E. Division Street - S. E. Powell Boulevard Section

S. E. 182nd AVENUE

ENVIRONMENTAL ASSESSMENT

Multnomah County, Oregon

June, 1981

TABLE OF CONTENTS

Page

Description of Proposed Action ---------------------------------- 1

  Location & Design Features ------------------------------ 1

Need -- 2

  Safety Concerns -- 2
  System Relationships ----------------------------------- 2
  Maintenance Costs -------------------------------------- 3
  Transportation Demand ---------------------------------- 3

Alternatives Considered --- 6

  Selection of Alternatives ------------------------------ 6
  Description of Alternatives ---------------------------- 6

Impacts --- 9

  Archaeological/Historical Resources -------------------- 9
  Topography --- 9
  Hydrology/Water Quality -------------------------------- 10
  Biological Resources ----------------------------------- 10
  Traffic - Through Movement ----------------------------- 11
  Traffic - Turning Movements ---------------------------- 12
  Safety Concerns -- 13
  Land Use --- 13
  Right-of-Way Acquisition ------------------------------- 14
  Air Quality -- 14
  Noise -- 16
  Compliance with Statewide Planning Goals --------------- 20

Comments and Coordination --------------------------------------- 23

  Government Agencies ------------------------------------ 23
  Citizen Involvement ------------------------------------ 24

1. DESCRIPTION OF PROPOSED ACTION.

Location and Design Features

Southeast 182nd Avenue is the southerly extension of S.E. 181st Avenue. Together, these roadways provide an important arterial connection for southeast Multnomah County with the I-84 freeway corridor. The 0.85 mile section of S.E. 182nd Avenue, from Division Street to Powell Blvd., is the length of roadway intended for modification (Figures 1 and 2). Currently, this roadway is an illuminated 20 feet wide roadbed containing two travel lanes without curbs, sidewalks or other appurtenances.

The proposed action would widen the existing road along both sides of the existing centerline within an 80 foot right of way. The new surface will be a 66 foot wide major arterial, including four travel lanes and a left turn median. Associated with the roadway will be concrete sidewalks on both sides. A curb lane of sufficient width to allow unidirectional bike travel (5' wide) is to be included on both sides of the roadbed. The project also includes two pedestrian-activated signals at school crossings. Storm drainage facilities are to be constructed along the length of the project. The estimated construction cost for the proposed action is about $1.6 million (1980 dollars).

PROJECT LOCATION

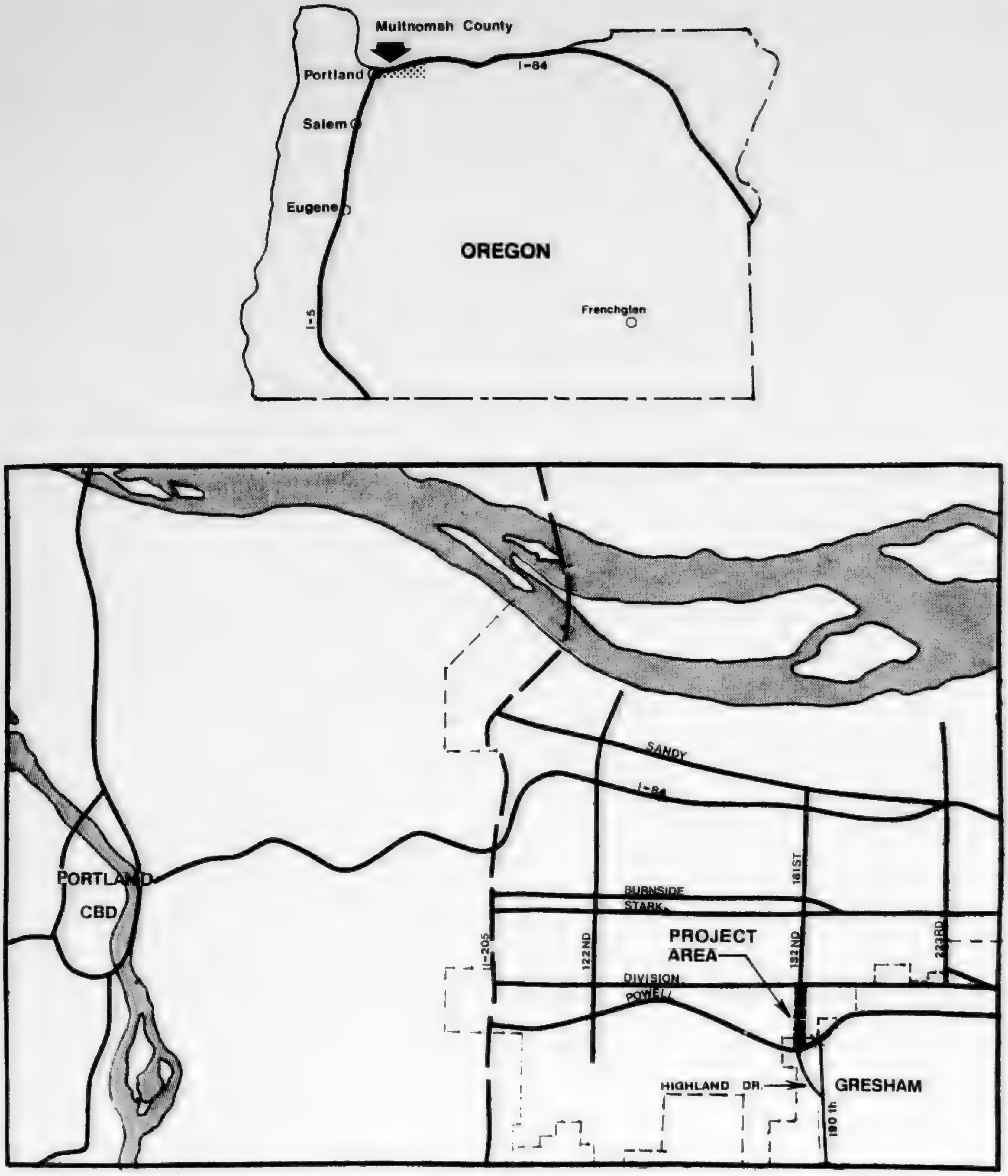
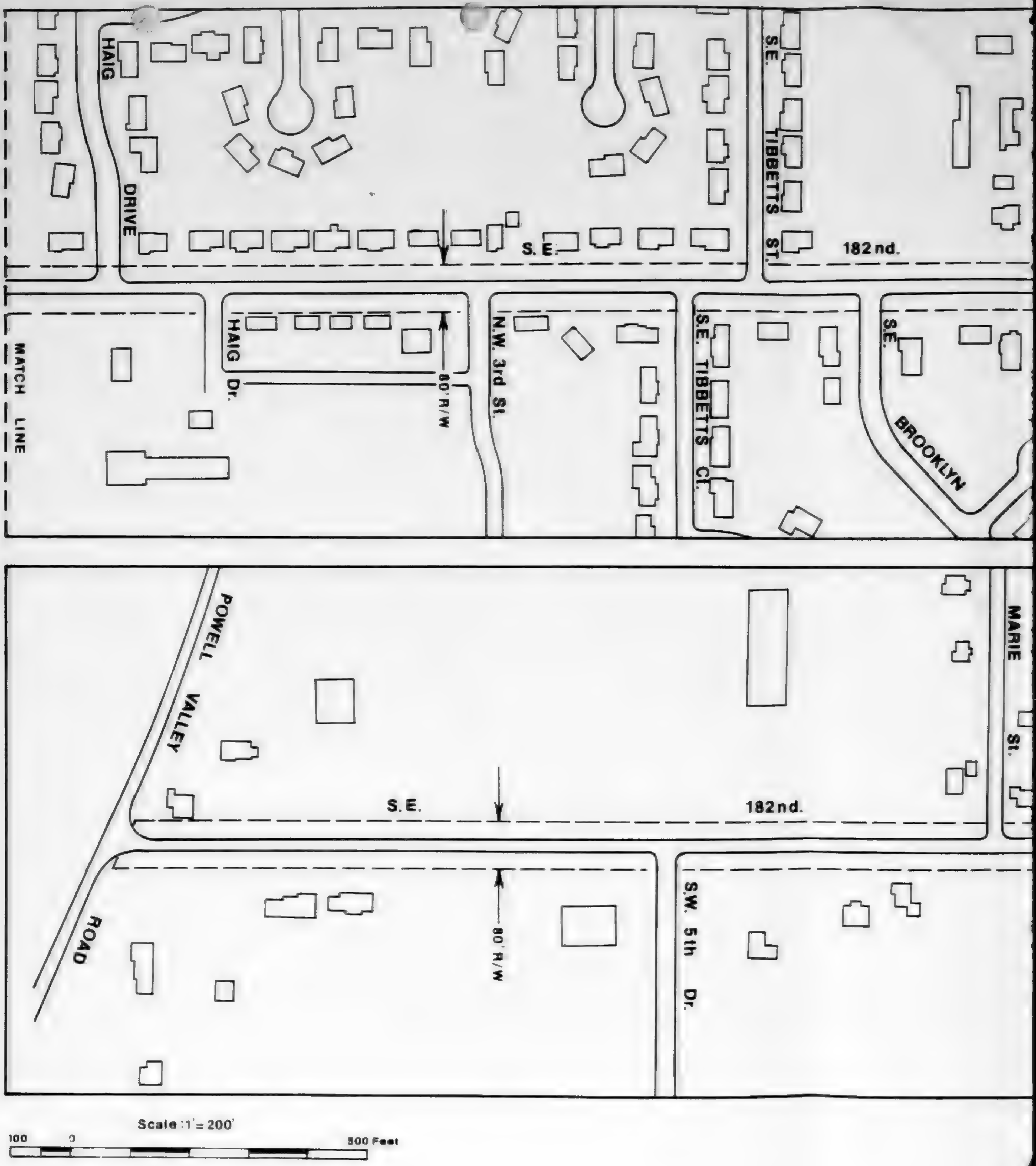

Multnomah County
Portland
I-84
Salem
Eugene
OREGON
Frenchglen
I-5
SANDY
I-84
PORTLAND
CBD
BURNSIDE
STARK
181ST
PROJECT
AREA
I-205
122ND
182ND
223RD
DIVISION
POWELL
HIGHLAND DR.
GRESHAM
190 th

FIGURE 1


HAIG DRIVE
S.E.
182nd.
S.E. TIBBETTS ST.
HAIG Dr.
80' R/W
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E.
BROOKLYN
MATCH LINE
POWELL VALLEY ROAD
S.E.
182nd.
MARIE St.
80' R/W
S.W. 5th Dr.
Scale:1"= 200'
100
0
500 Feet

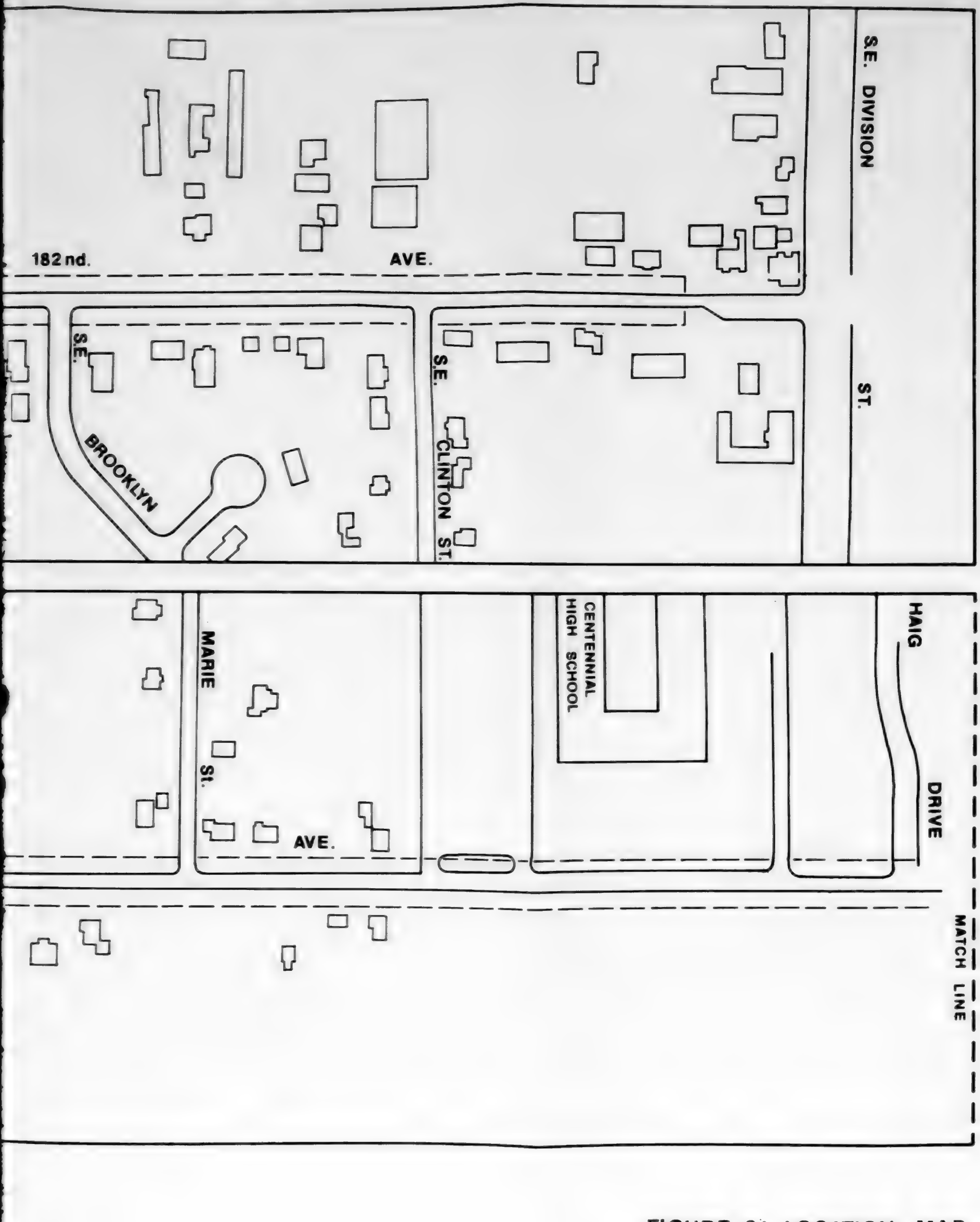

182 nd.
AVE.
S.E. DIVISION
ST.
S.E.
BROOKLYN
S.E.
CLINTON ST.
CENTENNIAL HIGH SCHOOL
HAIG
DRIVE
MARIE
St.
AVE.
MATCH LINE

FIGURE 2: LOCATION MAP

2. NEED.

Safety Concerns

Fifty-one traffic accidents (mostly rear end) occurred between 1976 and 1978. These rear end accidents were largely attributable to vehicles stopped in the travel lanes while executing left turns. In 1976, the road was named the most hazardous street section in Gresham. Two fatalities occurred on the road during 1977, both near the intersection of Brooklyn Court. As a result of these fatalities, local concern and interest in improving road safety has been evidenced, especially from Centennial School Board and its student body, as well as local interested citizens. The proposed improvements (sidewalks, left turn lanes and pedestrian activated signals) would alleviate these problems.

System Relationships

182nd Avenue provides access to the I-84 freeway for a large portion of East Multnomah County. Only three alternate freeway access sites exist: 238th Avenue (full access); Sandy Blvd. near 215th Avenue (partial access); 122nd Avenue (partial access). Access at 181st Avenue is limited to a west-bound on-ramp and east-bound off-ramp; however, current planning proposes a full access interchange at 181st Avenue. Since the entire length of 181st (except the portion under study here) is four travel lanes with left turn medians, the arterial will provide good freeway access and system continuity.

Traffic originating south of Powell Boulevard will be routed to 182nd/181st via Highland Drive, which is being constructed as a collector street with a 44 foot wide roadbed in a 60 foot right-of-way. It will have two travel lanes with left turn lanes at the Powell Blvd./182nd Ave. intersection. Highland Drive will serve several traffic generators including Hunters Highland residential development, a future shopping center and industrial park.

Maintenance Costs

Structural condition and pavement failures require frequent patching. Maintenance costs are projected at $75,000 to $150,000 (1980 dollars) during the next ten years. These costs are higher than normal for maintenance of county roads. The proposed project would alleviate these problems.

Transportation Demand

The projected increase in traffic volume during the next 20 years ranges from 40% to 77%. This is a significant change to the current traffic volumes (see Table 1).

Table 1. Traffic Projections: S.E. 182nd Avenue

Source	Current	1990	2000
METRO	8000 (1977)	--	Average 12,000
OSHD	Average 8200 (1975)	Average 11,500	Average 14,000 to 14,500
Multnomah County	(1980)* 11,473 So. of Division 8,908 So. of Haig Drive		16,000 So. of Division 12,400 So. of Haig Drive

* Data represents counts.

The present level of service along 182nd Avenue is C[1], which is a stable traffic flow with acceptable delays. It is anticipated that the level of service (year 2000) with the proposed improvements will be C to E, which is a basically stable flow with some congestion and delays. The expected level of service without the proposed improvements would be E, an unstable flow with intolerable delays. To maintain acceptable traffic flows, future improvements to S.E. 182nd Avenue may be necessary; without the proposed improvements, acceptable flows will not be achieved.

1/ The concept of level of service (LOS) assigns a letter designation to degrees of traffic congestion, "A" to "F". LOS "D" is considered to be the minimum acceptable level of traffic service. A LOS "F" indicates that a roadway is no longer functioning adequately and an excessive delay during peak periods can be expected.

Along with the increasing volume aspect of the traffic demands, are demands for turning movements. Figure 3 shows the existing and future turning volumes during peak hour traffic flows. It is during peak hour that turning movements (especially left turns) would have the greatest impact on traffic. As shown in the figure, current and anticipated future turning movements comprise a substantial percentage of the traffic flow between Division Street and Powell Boulevard.

The project is designed to account for increases in traffic volume by increasing the number of travel lanes, and to ensure smooth traffic flow by providing turning lanes.

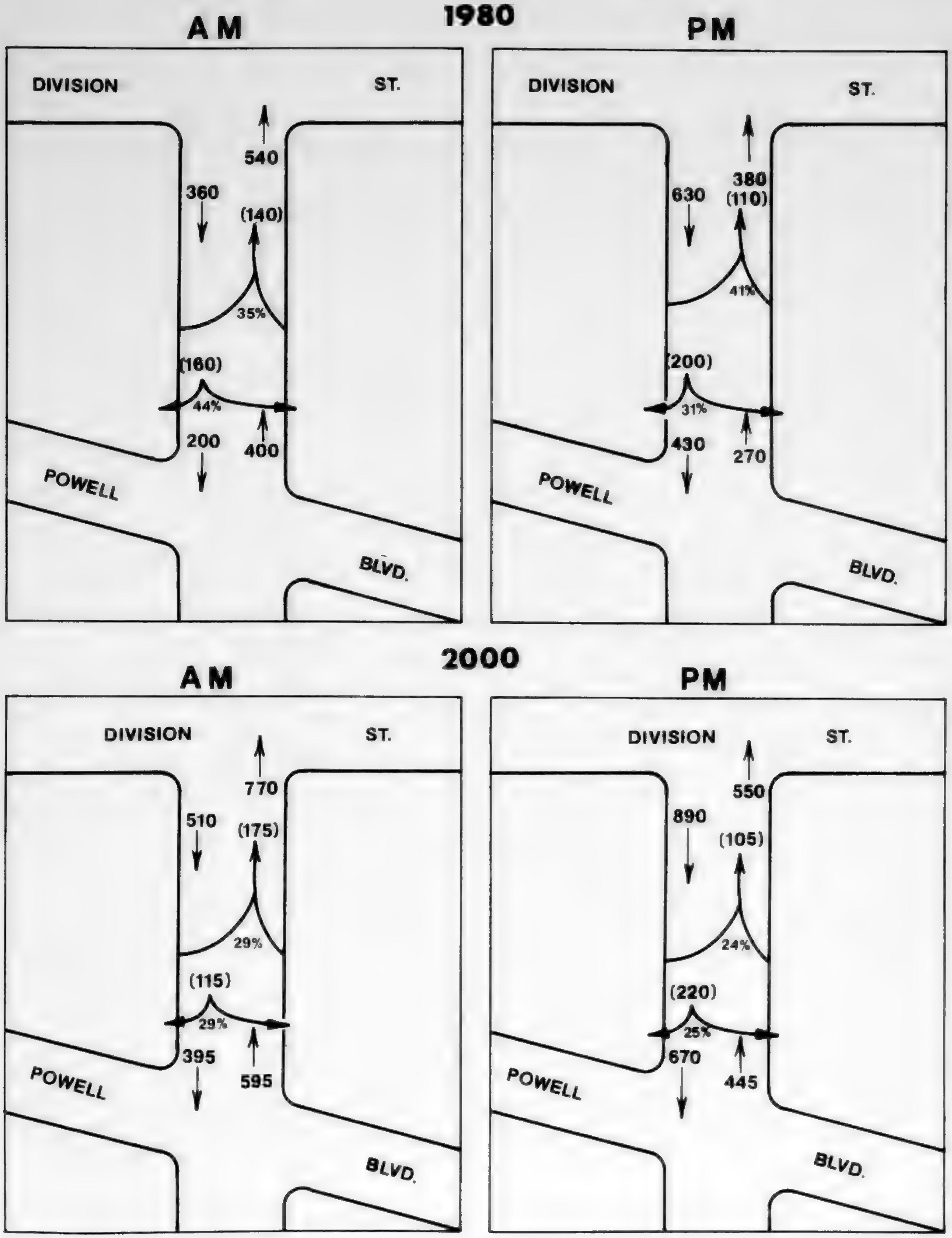

1980
AM
DIVISION
ST.
540
360
(140)
35%
(160)
44%
200
400
POWELL
BLVD.
PM
DIVISION
ST.
380
(110)
630
41%
(200)
31%
430
270
POWELL
BLVD.
2000
AM
DIVISION
ST.
770
510
(175)
29%
(115)
29%
395
595
POWELL
BLVD.
PM
DIVISION
ST.
550
890
(105)
24%
(220)
25%
670
445
POWELL
BLVD.

FIGURE 3: PEAK HOUR DIRECTIONAL VOLUMES – 1980 & 2000

3. ALTERNATIVES CONSIDERED

Selection of Alternative

Table 2 shows design features for the existing 20 foot roadway and three build alternatives. A typical section of the alternatives is shown in Figure 4. Three alternatives were selected for analysis here: 1) a 66' roadbed with continuous left turn, 2) a 66' roadbed without turning lanes, and 3) a 44' roadbed with continuous left turn. These alternatives provide sufficient variation in design features to allow a reasonable range of comparison with the existing roadbed features (see Table 2); and fulfill most of the basic design standards for a major arterial within the County.

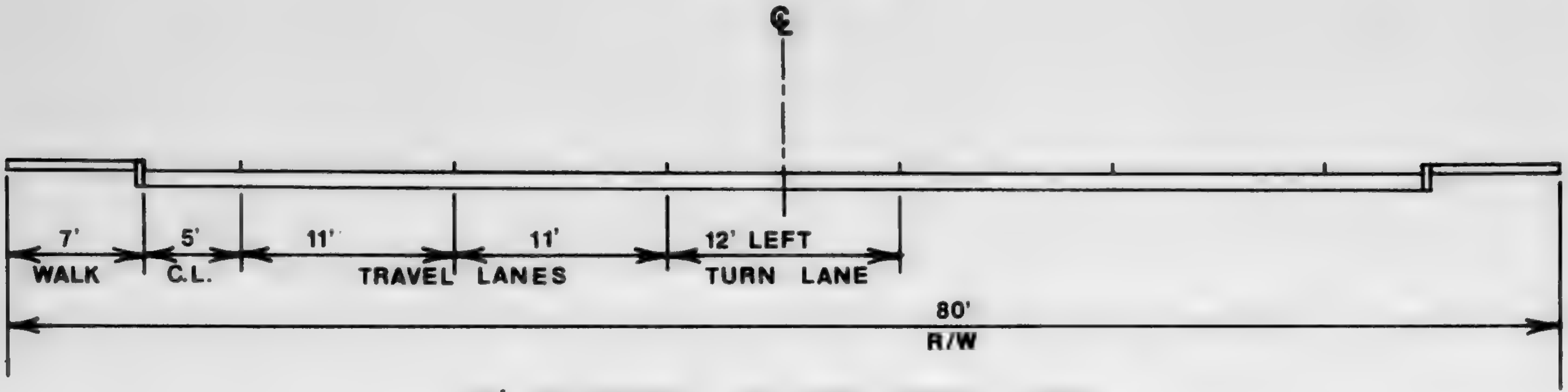
Description of Alternatives

66' Roadbed with continuous left turn: This alternative has been selected as the preferred alternative and is described at the beginning of this document. It would provide 4 travel lanes, which is considered an adequate design level for projected traffic flows. It also provides a left turn lane. This is considered a necessary design feature, since this length of roadway has many access points (see Impacts section for further discussion). Other design features include striped curb lanes, sidewalks and pedestrian signals.

TABLE 2: DESIGN FEATURES OF ALTERNATIVES

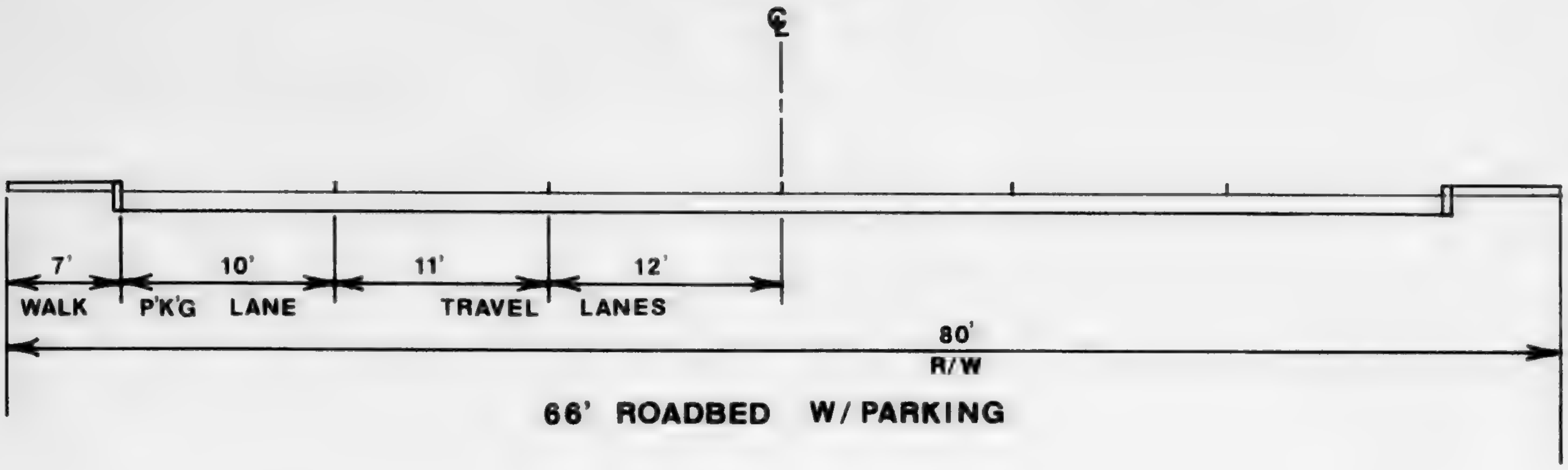
Design Functions	Existing 20' Pavement	44' Roadbed	66' Roadbed	66' Roadbed W/Left Turn
Through Movement	2 lanes; less than than 1000 ADT	2 lanes; 4000-10,000 ADT	4 lanes; 16,000+ ADT	4 lanes; 16,000+ ADT
Left Turns	No turn lanes	Continuous turn lane	No turn lanes	Continuous turn lane
Emergency Parking	Gravel shoulders	No parking lanes, emergency parking in curb lanes	2 parking lanes	No parking lanes emergency parking in curb lanes
Bicycle Movement	Gravel shoulders & traffic lanes	5' striped curb lanes	Parking and travel lanes	5' striped curb lanes
Pedestrian Movement	Gravel shoulders	Sidewalks & pedestrian activated signals	Same as 44' roadbed	Same as 44' roadbed
Traffic Safety	Signals at Division & Powell	Same as existing & pedestrian activated signals, sidewalks, bikeway	Same as 44' roadbed	Same as 44' roadbed
Drainage	Ditches & natural percolation	Inlets & sumps	Inlets & sumps	Inlets & sumps
Aesthetics	Width & no curbs lend rural character to the roadway	Width, curbs, sidewalks & signals lend urban character	Same as 44' roadbed	Same as 44' roadbed
Noise Abatement	Speed control & road maintenance	Speed control, road maintenance	Same as 44' roadbed	Same as 44' roadbed
Transit Movement	Designated bus stops	Same as existing	Same as existing	Same as existing
Right of Way	None required	7,000 sq. ft.	20,000 sq. ft.	20,000 sq. ft.

80' R/W


℄
7'
WALK
5'
C.L.
11'
TRAVEL
11'
LANES
12' LEFT
TURN LANE
80'
R/W

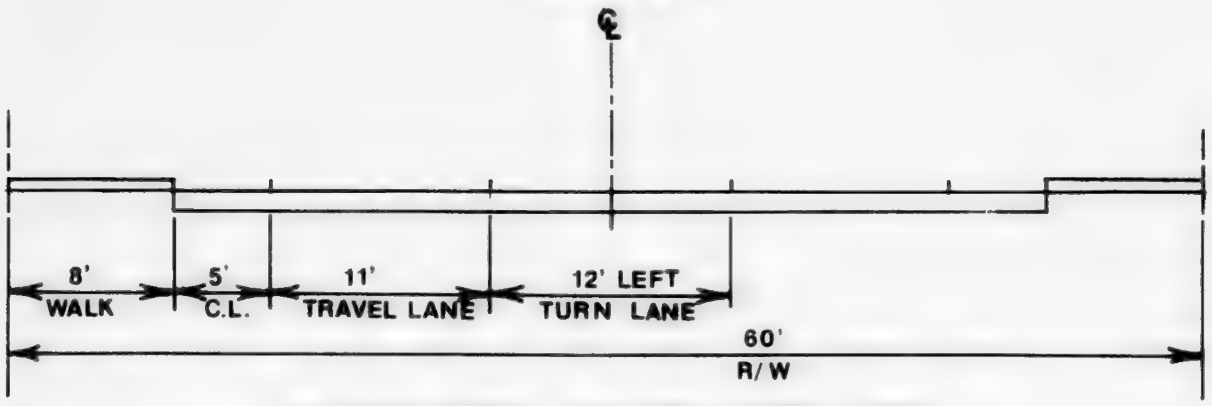
66' ROADBED W/LEFT TURN LANE

80' R/W


℄
7'
WALK
10'
P'K'G LANE
11'
TRAVEL
12'
LANES
80'
R/W

66' ROADBED W/PARKING

60' R/W


℄
8'
WALK
5'
C.L.
11'
TRAVEL LANE
12' LEFT
TURN LANE
60'
R/W

44' ROADBED W/LEFT TURN LANE

FIGURE 4: TYPICAL SECTIONS OF ALTERNATIVES

66' Roadbed: This alternative is identical to the 66' roadbed with continuous left turn except for the deletions of the left turn lane and striped curb lanes. Instead of those features, two parking lanes are included. Traffic flows are handled in four travel lanes (see Figure 4). This alternative also includes sidewalks and pedestrian signals. This alternative was rejected primarily because it does not provide for left-turn movements.

44' Roadbed: This alternative would be constructed within a 60' right-of-way, which would require property acquisition. This alternative provides two travel lanes, a continuous left turn lane, and striped curbed lanes. Except for restricted through-movement (due to the reduction from 4 to 2 travel lanes), this alternative resembles the 66' roadbed with continuous left turn. This alternative was rejected because it does not meet County Standards for major arterial roadbeds.

No-Build: This alternative would not change the existing conditions. Current and projected traffic congestion and pedestrian safety problems would not be alleviated. Maintenance problems would also continue. Moreover, the no-build situation does not fulfill City and County plans. This alternative was rejected for these reasons.

4. IMPACTS

The affected environment is an urban residential setting. The existing roadway provides access for these residences as well as a high school, two churches and a care center. The road is a rural type without curbs or sidewalks, crosswalks, stops or other appurtenance common to urban roadways. A variety of impacts is expected from the proposed widening of S.E. 182nd Avenue, including a commitment of construction resources as well as construction and use impacts to the surrounding environment. The following discussion concerns each of the anticipated construction and use impacts and where necessary, mitigative measures are discussed.

Archaeological/Historical Resources

The project area has relatively little potential for the discovery of significant archeological resources, because the area is in a largely developed state, with considerable disturbance. For these reasons, an archeological survey will not be conducted. This decision has been concurred with by the State Historic Preservation Office. There are no historic properties in the project area that are eligible for or listed in the National Register of Historic Places. A letter confirming this from the State Historic Preservation Office is contained in the appendix.

Topography

The project would be constructed near existing grade with a minimal amount of cut and fill. This would result in localized micro-topographic changes only. The no-build alternative would have no impacts.

Hydrology/Water Quality

The project will increase annual surface runoff by about 20 acre feet for the 66' wide roadbed, and 15 acre feet for the 44' wide roadbed. This runoff will be captured by storm drainage facilities (inlets and sumps) and allowed to percolate into ground waters. This is not considered an important change to the current hydrologic characteristics.

The quality of runoff waters is not expected to change due to traffic use in the build and no-build alternatives. Pollutants, on a tons per year basis (see Air Quality Impacts), are expected to decrease during the next 20 years. Since there is virtually no overland flow from the project site to local streams, construction impacts are expected to be minimal and limited to the construction site.

Biological Resources

About 60 large Douglas fir trees would be removed during construction. The 44' wide alternative would remove about 40 large trees. Smaller trees and shrubs will also be removed. The resultant ground surface will be graded and covered with sidewalk and roadway. No right-of-way will remain in which to allow replanting trees and shrubs.

Two potential mitigative measures were considered:

1) Acquire additional right-of-way to allow revegetation. The acquisition of right-of-way and its proximity to existing structures are impacts that would increase with implementation of this measure.

2) Plant trees in the sidewalk. Blocks of 3 square feet each could be used for trees, leaving a 3 foot wide passage. This measure increases maintenance costs due to roots cracking the sidewalk, and detracts from pedestrian movement.

Since the project will not remove all of the existing trees and shrubs, this increase in right-of-way does not appear warranted. The measures are not included in the proposed design. The wildlife habitat inventory, prepared for the County Comprehensive Plan, shows no significant habitat in the project area.

Traffic - Through Movement

S.E. 182nd Avenue carries traffic movements from residential and commercial sites, schools, and from principal arterials and State highway collectors (Division and Powell, respectively). Heavy and light trucks comprise about 3% of the present daily traffic. The 1990 projection is about 12,000 ADT, with about 4% trucks (see Chapter 2, Transportation Demand). Speeds are currently about 35 MPH, but expected to increase to 38 MPH by the year 2000.

Without the proposed improvement, speeds are expected to remain relatively constant as volumes increase. The following table shows this difference as a function of Level of Service:

Table 3. Levels of Service - S.E. 182nd Avenue

	1980	2000
With improvements		C-E
Without improvements	C	E

The proposed improvement would facilitate smoother traffic flows than can be expected from the no-build situation.

Traffic - Turning Movements

The 4400' long roadway proposed for modification has 58 separate access points including 39 residential driveways, 9 street intersections, and 10 access points for churches, schools and a care center. A substantial demand for turning movements exists and is expected to continue (se Chapter 2, Transportation Demand).

The proposed project's 66' roadbed with left turn lane, will alleviate turning conflicts by providing two travel lanes in each direction as well as a continuous left turn lane, which allows easier access to and exit from the flow of traffic. The alternative 66' roadbed would not have provided left turn facilities. The 44' roadbed alternative would have provided continuous left turn, but only one travel lane in each direction.

Safety Concerns

The project will have a beneficial effect on pedestrian safety by providing sidewalks and pedestrian activated signals. The 44' roadbed and 66' roadbed with left turn designs both show 5' wide striped curb lanes for bicycle traffic. The 66' roadbed with parking had no provision for bicycle traffic. The no-build alternative would not change the present pedestrian safety concerns.

Land Use

There are a variety of land uses along S.E. 182nd Avenue. A community activity center is designated by the Multnomah County Comprehensive Plan at the intersection of Division and S.E. 182nd. This center includes general commercial, office, light industrial, and community facilities uses. Centennial High School and Portland Adventist School are located on S.E. 182nd Avenue between Haig and Marie Streets. Lynch Terrace and Lynch Meadows schools are located at the Brooklyn Street intersection. The remainder of the area is a developed neighborhood comprised of low density and medium density detached dwellings.

The intersection of S.E. 182nd and Powell is designated commercial use by the City of Gresham Comprehensive Plan, but is not presently developed as such. Immediately to the south of Powell Boulevard is a planned industrial park and a residential area. These planned uses have taken into account the eventual upgrading of S.E. 182nd to a major arterial.

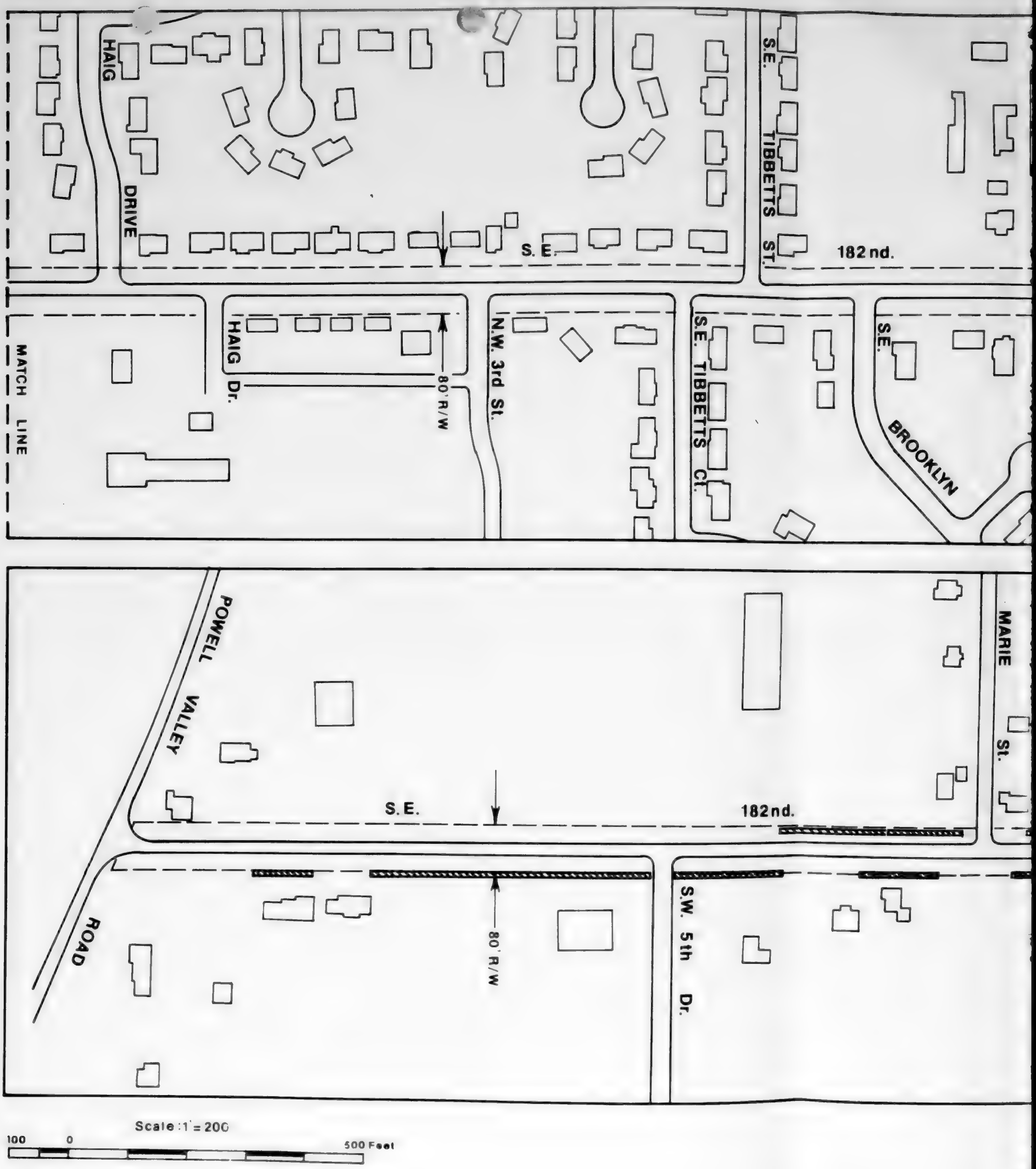
Since the land adjacent to the right-of-way is currently developed, direct land use impacts are not anticipated. Some increases in the rate of residential infill may occur as a secondary impact to the surrounding area. This impact should be slight, since infill sites are limited. An increase in the rate of commercial, industrial and residential development is expected at Powell Blvd., and southerly along Highland Drive; however, completion of Highland Drive represents the primary direct impact to those land uses.

Right-of-Way Acquisition

The project will require the acquisition of about 20,000 sq. ft. of right-of-way. the 44' alternative would have required approximately 7,000 sq. ft. None of the acquisitions would involve structures, but would move the existing right-of-way line 10 to 15 feet closer to residences (Figure 5).

Air Quality

The build alternatives will cause an increase in dust and construction vehicle emissions during the construction phase. Dust levels will be mitigated by the application of dust palliatives.


HAIG DRIVE
S.E. TIBBETTS ST.
S.E.
182nd.
MATCH LINE
HAIG Dr.
80' R/W
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E.
BROOKLYN
POWELL VALLEY ROAD
MARIE St.
S.E.
182nd.
80' R/W
S.W. 5th Dr.
Scale 1" = 200'
100
0
500 Feet

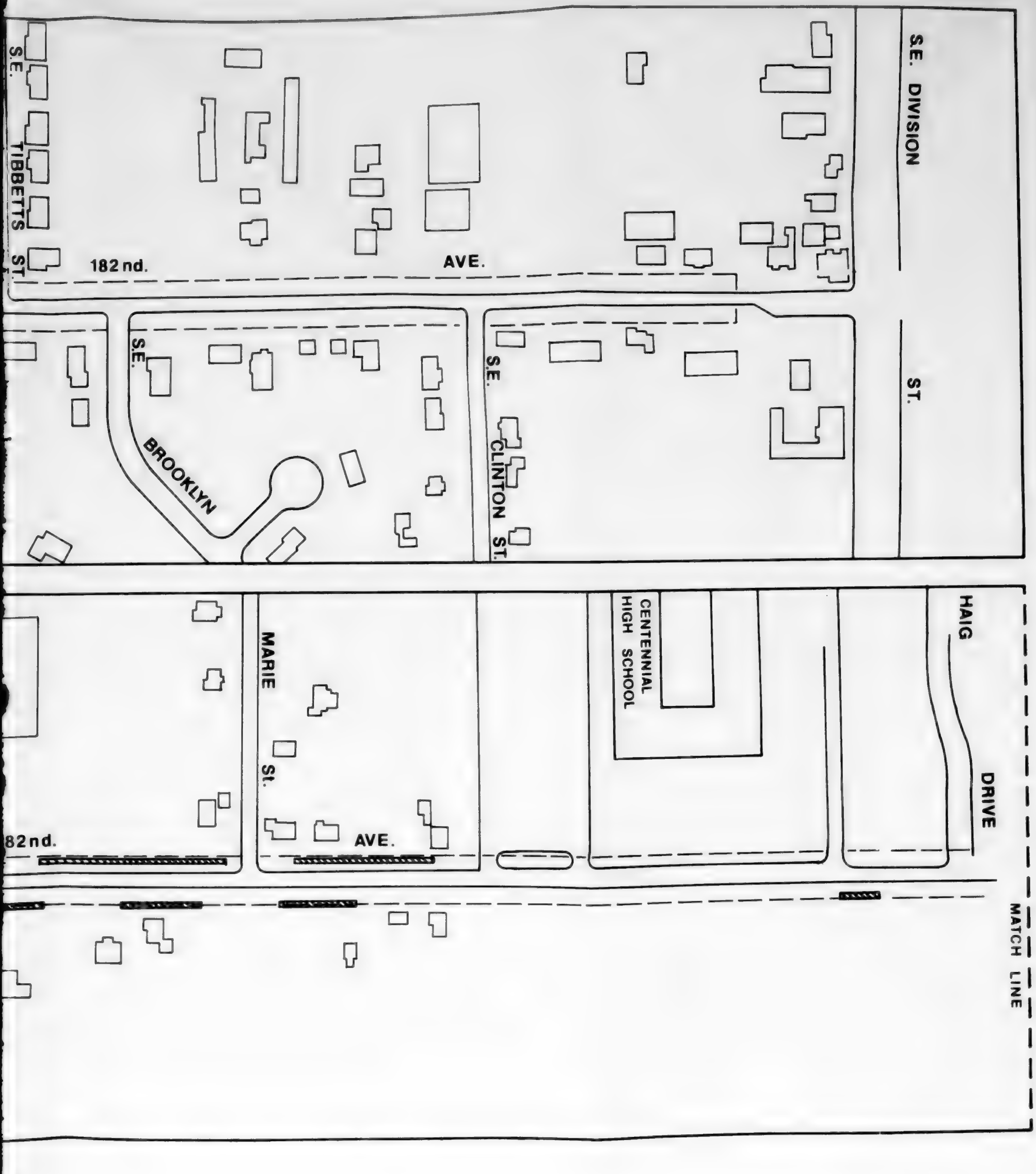

S.E. TIBBETTS ST.
182 nd. AVE.
S.E. DIVISION ST.
S.E. BROOKLYN
S.E. CLINTON ST.
MARIE St.
CENTENNIAL HIGH SCHOOL
HAIG DRIVE
82 nd. AVE.
MATCH LINE

FIGURE 5 : REQUIRED RIGHT OF WAY

There is no significant difference in air quality impacts between the build and no-build conditions (Table 4). Nitrogen oxides (NO_x), hydrocarbons (HC), carbon monoxide (CO) and lead (Pb) emissions are all expected to decrease during the next two decades. The project is judged to be consistent with the State Clean Air Act Implementation Plan.

Table 4. Pollutant Emissions - S.E. 182nd Avenue

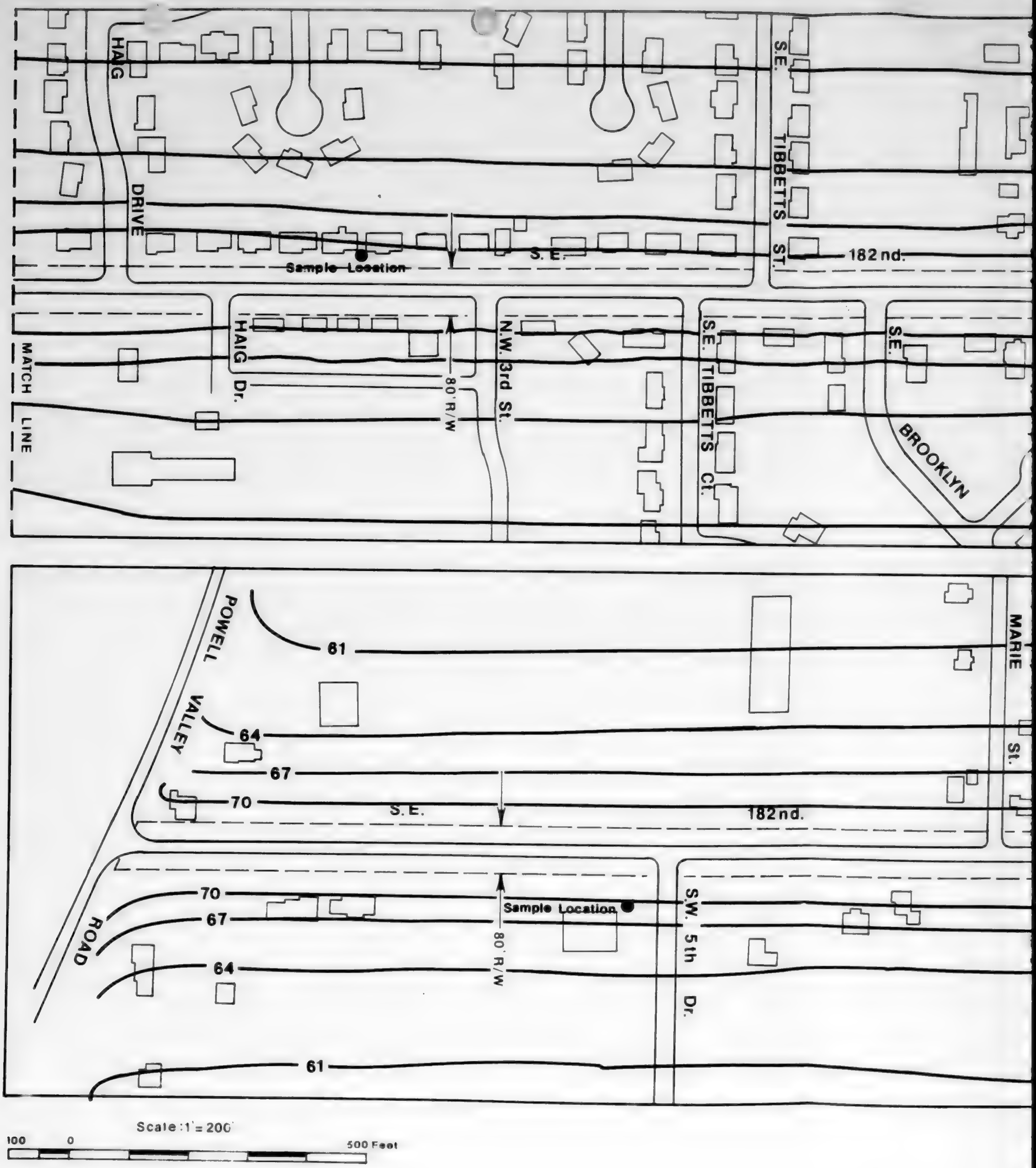
	Pollutants			
No Build	CO(T/yr)	HC(T/yr)	NOx(T/yr)	Pb(lb/yr)
1980	168.4	16.9	14.1	57
1982	141.4	13.3	13.0	38
2000	55.0	5.0	12.4	24
Build				
1980	168.4	16.9	14.1	57
1982	142.0	13.3	13.1	38
2000	54.0	4.8	12.9	26

Source: ODOT "Crityear & Total" computer programs. Printouts of programs available for review.

Noise

A noise analysis designed to establish current noise levels, predict worst-case future noise levels, and provide mitigative measures was conducted. Copies of the noise study are available for review at Multnomah County Department of Environmental Services.

The existing acoustical environment was monitored at three sites (shown on Figure 6) and those levels as well as the predicted worst-case 1990 noise levels are listed in Table 5. Figure 6 also shows the worst-case 1990 noise contours along the roadway. The no-build option would result in a noise increase of approximately 2-3 dBA at all sites. This is due to the expected increase in traffic volume. Worst-case build noise levels would increase over the existing by 3 to 6 dBA. The largest increase of 6 dBA will be experienced in the middle portion of the project area for residences on the west side of 182nd Avenue during the morning rush hour. Noise levels for the proposed project would be approximately 1-3 dBA higher than the no-build option. This increase is due to a wider roadway which moves the traffic closer to the receiver's location. None of these increases are considered significant noise level increases (in accordance with Oregon Department of Transportation and Federal Highway Administration criteria).


HAIG DRIVE
S.E. TIBBETTS ST.
S.E.
182nd.
Sample Location
HAIG Dr.
N.W. 3rd St.
S.E. TIBBETTS Ct.
S.E.
BROOKLYN
MATCH LINE
80' R/W
POWELL VALLEY ROAD
MARIE St.
61
64
67
70
S.E.
182nd.
70
67
64
61
Sample Location
80' R/W
S.W. 5th Dr.
Scale: 1" = 200'
100
0
500 Feet

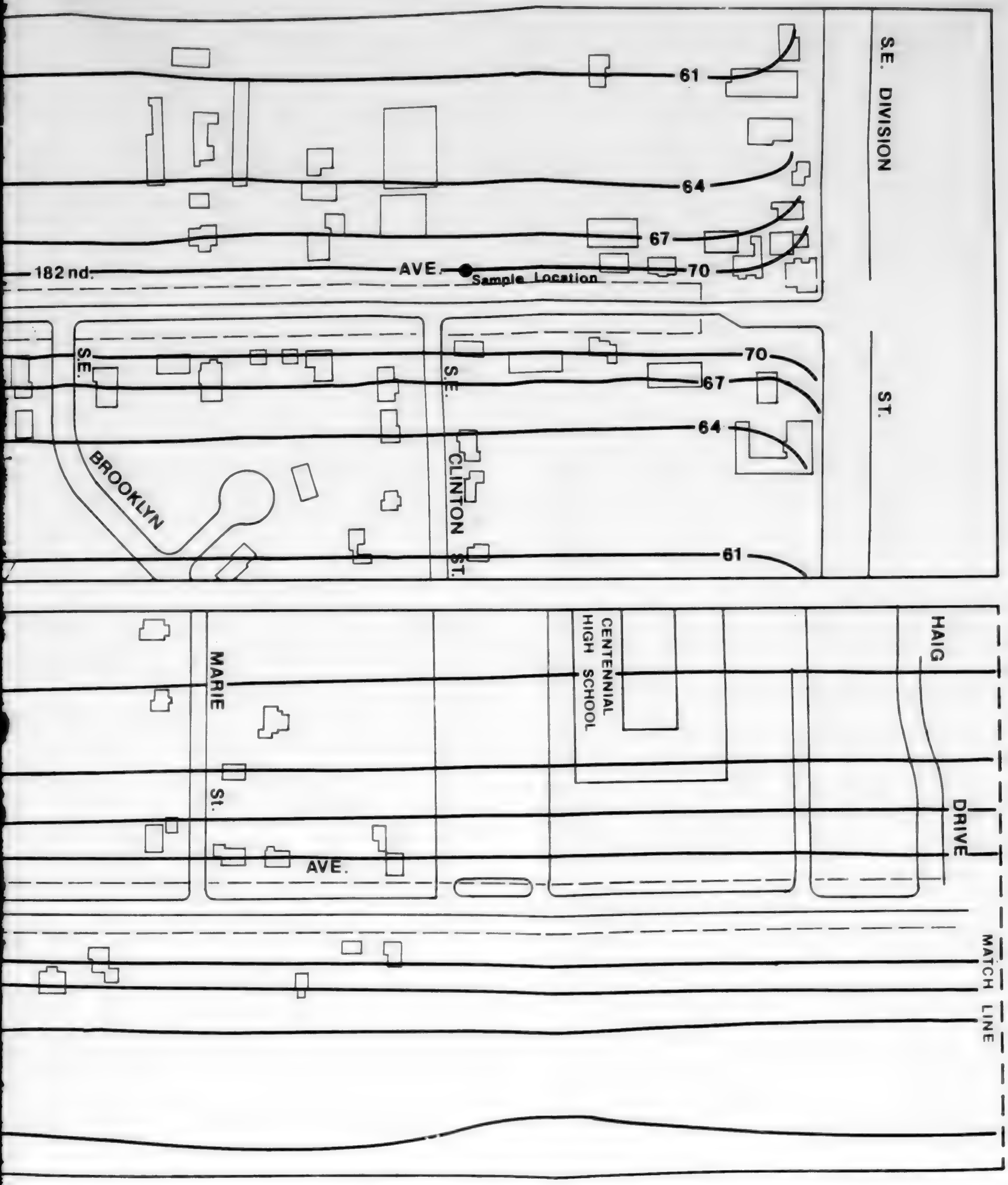

61
64
67
70
S.E. DIVISION
182 nd. AVE.
Sample Location
S.E.
70
67
S.E.
64
BROOKLYN
CLINTON ST.
ST.
61
MARIE St.
CENTENNIAL HIGH SCHOOL
HAIG
DRIVE
AVE.
MATCH LINE

FIGURE 6: NOISE CONTOURS-1990 (dBA, Leq)

Table 5

EXISTING AND FUTURE NOISE LEVELS

		Noise Levels Leq_h(1) @ 50 ft. from Centerline				
				66' Roadbed with Left Turn(2)		Federal Design Noise Levels
Site	Hour	Existing	No-Build	East	West	
1	4-5 pm	64	67	69	70	67
	8-9 am	64	67	70	69	
2	4-5 pm	67	70	72	73	67
	8-9 am	67	70	72	71	
3	4-5 pm	64	66	68	69	67
	8-9 am	64	66	69	68	

(1) Hourly equivalent energy noise level.

(2) Different north/south traffic volumes, wide roadway and short receiver distances required separate calculations for each side of the roadway.

The average amount that FHWA exterior design noise levels are exceeded, considering all sites and times is 2 dBA under the worst-case. The no-build alternative would have had the lowest overall noise impact.

None of the church or care center buildings were found to exceed the FHWA exterior design noise levels for the predicted 1990 noise levels. Centennial High School was predicted to be 1 dBA in excess. However, the classrooms facing 182nd Avenue are windowless and brick walled. This classroom space is used for shop (e.g., wood and metal working) activities. Also, a landscaped berm has been constructed by the high school along this portion of the school grounds. The impact to these non-profit and public institutions is expected to be negligible. The occurrence of numerous access points including residential driveways, school and church driveways and street intersections (see Chapter 2, Transportation Demand, and Chapter 4, Traffic-Turning Movements) does not allow effective application of noise barriers.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m., and 6:00 a.m., on other days without the approval of the Engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the Engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noisy construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Compliance with Statewide Planning Goals

Table 6 shows the relationship of the project to statewide planning goals adopted by the Land Conservation and Development Commission. Table 7 shows that same relationship for the no-build option.

The proposed project is compatible in all applicable items except "Air, Water and Land Resources". Impacts to these resources are moderate, mitigable and limited in their effect, as discussed earlier in this chapter. The proposed project is deemed to be in compliance with statewide planning goals. The no-build alternative would not be in compliance in five applicable categories.

Table 6

GOAL CONFORMANCE CHECKLIST - BUILD ALTERNATIVE

Goal	Not Applicable	Compatible	Potential Conflict
Citizen Involvement		X	
Land Use Planning		X	
Agricultural Lands	X		
Forest Lands	X		
Open, Scenic & Historic	X		
Natural Resources	X		
Air, Water & Land			X
Natural Hazards	X		
Recreation	X		
Economy		X	
Housing		X	
Public Facilities		X	
Transportation		X	
Energy Conservation		X	
Urbanization		X	

Table 7

GOAL CONFORMANCE CHECKLIST - NO-BUILD ALTERNATIVE

Goal	Not Applicable	Compatible	Potential Conflict
Citizen Involvement	X		
Land Use Planning			X
Agricultural Lands	X		
Forest Lands	X		
Open, Scenic & Historic	X		
Natural Resources	X		
Air, Water & Land		X	
Natural Hazards	X		
Recreation	X		
Economy		X	
Housing			X
Public Facilities			X
Transportation			X
Energy Conservation		X	
Urbanization			X

5. COMMENTS AND COORDINATION

Government Agencies

A great deal of coordination and citizen involvement for the S.E. 182nd Avenue project occurred in conjunction with the preparation and adoption of the County's Comprehensive Framework Land Use Plan and Community Land Use Plans. Transportation was a major element of both plans. The Comprehensive Framework Plan included a transportation technical appendix, which analyzed traffic and transit needs for the East County area and recommended the S.E. 182nd Avenue project. The technical appendix, as well as the Framework Plan, was developed in conjunction with, and reviewed by the City of Gresham, the Columbia Region Association of Governments (now MSD), the Oregon Department of Transportation, and Tri-Met. Citizen involvement for the Framework Plan, including the transportation element, utilized workshops and town meetings during the development of the plan, and formal hearings with the Planning Commission and Board of County Commissioners during adoption. The S.E. 182nd Avenue project was supported at every step by outside agencies and citizens. The Comprehensive Plan was adopted October, 1977, and approved by LCDC in 1980.

The proposed action was developed and prioritized by the East Multnomah County Transportation Committee comprised of Multnomah County, City of Gresham, City of Troutdale, City of Fairview, and City of Wood Village.

5. COMMENTS AND COORDINATION

Government Agencies

A great deal of coordination and citizen involvement for the S.E. 182nd Avenue project occurred in conjunction with the preparation and adoption of the County's Comprehensive Framework Land Use Plan and Community Land Use Plans. Transportation was a major element of both plans. The Comprehensive Framework Plan included a transportation technical appendix, which analyzed traffic and transit needs for the East County area and recommended the S.E. 182nd Avenue project. The technical appendix, as well as the Framework Plan, was developed in conjunction with, and reviewed by the City of Gresham, the Columbia Region Association of Governments (now MSD), the Oregon Department of Transportation, and Tri-Met. Citizen involvement for the Framework Plan, including the transportation element, utilized workshops and town meetings during the development of the plan, and formal hearings with the Planning Commission and Board of County Commissioners during adoption. The S.E. 182nd Avenue project was supported at every step by outside agencies and citizens. The Comprehensive Plan was adopted October, 1977, and approved by LCDC in 1980.

The proposed action was developed and prioritized by the East Multnomah County Transportation Committee comprised of Multnomah County, City of Gresham, City of Troutdale, City of Fairview, and City of Wood Village.

In committee, these agencies review potential projects and select certain ones for implementation. The S.E. 182nd Avenue widening has received top priority ranking from the committee. The members of the committee have also supplied relevant information used in the preparation of this environmental assessment.

Citizen Involvement

A primary impetus for this project stems from local interested citizens and the Centennial High School student body. Multnomah County has received correspondence from these parties in favor of the widening project and asking the County to expedite its implementation. In December, 1980, Multnomah County presented a status report and explained the plans for the road widening before the Centennial School Board and interested citizens. The County will continue to take the concerns of these parties into account. Any formal hearings will be held subsequent to publication of the Draft Environmental Assessment in accordance with the "Oregon Action Plan for Transportation, 1980".

APPENDIX

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

April 1, 1981

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman

RE: SE Division-SE Powell (SE 182nd)
Portland, Multnomah County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

Form 734-3122

1859

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

(503) 229-6086

November 10, 1980

R. W. Hufstader
Engineering Services
2115 S. E. Morrison Street
Portland, Oregon 97214

Re: SE 182nd Avenue

Dear Mr. Hufstader:

For highway projects, the Indirect Source Rules are applicable if a proposed highway section is forecast to have a traffic volume of 20,000 or more vehicles per day within ten years after completion, or will show an increase of 10,000 or more vehicles per day within ten years after completion.

Based on the forecast traffic volumes for the SE 182nd Avenue project, it would not be required to have a permit from the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: June 29, 1981

File No: 326-1959

TO: FRANK TERPIN
Location Engineer - Salem

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: S.E. Powell-S.E. Division
182nd Avenue
Right-of-Way Programming

Multnomah County has submitted the legal descriptions for right-of-way and slope easements for 13 parcels within the limits of this project, along with sepia drawings showing their right-of-way requirements.

These are being submitted for programming right-of-way funds for the subject project. Also enclosed are three sets of preliminary construction drawings to assist in reviewing the right-of-way needs necessary in the acquisition process.

The preliminary construction plans show various areas that will require driveway reconstruction on private property. Multnomah County will obtain permits of entry from the adjacent property owners, which will permit work on private property for the convenience of the owner. The purpose of the permits are for connecting existing driveways, shaping and seeding adjacent lawn areas.

Since Multnomah County is responsible for the design of the project and has prepared the right-of-way documents, the normal engineering review usually done prior to the right-of-way description phase is not necessary. Following your review, please forward the information to Bruce Boyd for further processing.

Ken Rolfe has preliminary set of this information to start his programming cost process and initiate a right-of-way services agreement with the County. This project is on the Priority 1 list for programming right-of-way funds in FY 81.

pv

Attachments

cc Don Adams
Ken Rolfe
Don Fantz

RECEIVED
JUN 29 1981
LOCATION SECTION

To R/W Section
6-30-81

6-30-81
cc: G. Zehner

326- 1959

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

June 25, 1981

IIA PDM PDE FFM SPC
ODOT - METRO

JUN 26 1981

BM PAR PPC FILE T/A

Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

Attn: Don Fantz

RE: SE 182nd Ave., FAU 9891, SE Powell Blvd. to SE Division

Gentlemen:

Enclosed are the legal descriptions for right-of-way and slope easements for thirteen parcels within the limits of this project, along with Sepia Prints of the right-of-way tracings.

Also enclosed are four sets of the preliminary construction drawings.

We will be forwarding to all property owners a permit of entry for their signature, which will permit us to do work on private property, such as connecting existing driveways, and seeding adjacent lawn areas.

If you have any questions regarding this matter, of if I can be of further assistance, please contact me at 248-3630.

Sincerely,

OLIVER J. DOMREIS
County Engineer

Richard H. Lulay
RICHARD H. LULAY
Project Engineer

RHL:b

Encls.

9551

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
	TOTAL		$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9551

6-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/10/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE Division - SE Powell

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Right of Way Costs to a TEC of $21,199 Federal Funds $18,019.

(Decrease TEC $331,751 Federal Funds $281,981)

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO
Mohring
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

14. DATE 6/10/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9551

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9891(-)
SE Division - SE Powell Section
SE 182nd Avenue
Multnomah County

Date: May 22, 1981

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. G. A. Potter, Manager
Environmental Section

The environmental assessment for this project is approved.

Walach
for Dale E. Wilken

ENVIRONMENTAL SECTION
May 26, 1981

cc: E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt
H. S. Coulter

9551

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9891(1)
SE. Division-SE. Powell Section
SE. 182nd Avenue, Environmental Assessment

Date: May 13, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

I have reviewed the environmental assessment for this project and find it meets the environmental requirements as set forth by CEQ and FHPM 7-7-2 regulations.

I concur in the approval of this assessment.

EJ Valach
for Dale E. Wilken

ENVIRONMENTAL SECTION
May 14, 1981

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt

FAI-X

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: SE Division St.-SE Powell Blvd
Highway: FAU 9891, SE 182nd Avenue
County: Multnomah
Prefix: 326-1959
Res. Engr. Curt Duval

Date May 5, 1981
Twenty Year Traffic Coefficient 8.3
18 kip s.a. per day 69
R Value 8
Frost Penetration - - - -
CBE Total Requirement 27.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.5"	A.C.	7.0"
10.0"	T.B.	18.0"
15.0"		28.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
J.R. Rose
D.E. Swan ✓

935.1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Jef Kaiser
Metro Environmental Unit Coordinator

DATE: May 5, 1981

FROM: Cam Gilmour, Project Coordinator
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: S.E. Division St.-S.E. Powell Boulevhrd Section
(S.E. 182nd Avenue)
Multnomah County
Environmental Assessment

The Federal Highway Administration (FHWA) is withholding concurrence on the subject Environmental Assessment (EA) until some changes are made. Most of these changes were previoualy called-out in comments provided by me on earlier drafts of the document. Enclosed are the specific changes FHWA wants made before they concur with the EA. In my opinion, the changes are straight-forward and can be readily incorporated. Please transmit this information to Multnomah County.

CG:lb

Attachment

cc: R. N. Bothman
E. S. Hunter
G. A. Potter

RECEIVED
TECHNICAL SERVICES
MAY 5 '81
REFER TO
FOR
Info R/D

9551

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 17, 1981

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Environmental Assessment
S.E. Division Street-S.E. Powell Blvd. Section
S.E. 182nd Avenue
Multnomah County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

4-17-81
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ct

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9891(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80360

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER FAU 9891

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE Division - SE Powell

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the Right of Way phase provided for by the above project at a total estimated cost of $352,950 Federal Funds $300,000.

RECEIVED
STATE HWY ENGR
JUL 29'81
REFER TO [illegible]
FOR

Info	Invest	R/D	O/R	Sugn	Act	File

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

2-18-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., S.E. 182nd Ave. 65	ADT	PRESENT 8,400	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9891

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Multnomah					
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 9891 (32)	STATE Co. Rd. (36)	(37)	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**			0.98	352,950	300,000	---	52,950(Co
5					**CONST** (CODE)		"S.E. Division St.- S.E. Powell Blvd. Section"					

CARD 1	CODE 1	PREPARED BY C.L	PROJECT TOTALS	0.98	352,950 (16) (23)	300,000 (24) (33)	---	52,950 (Co
1	14	PROGRAM APPROVAL DATES 8-14-78 10-01-80					REMARKS	Additional Data: Iter IX-9891(1).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

2-18-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., S.E. 182nd Ave.		8,400	---	---	10	Oregon	41	772	80360

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
on								IX-	9891	(3)		

Interstate Substitutions General Funded

Portland

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9891	Co. Rd.	---

PROGRAM STAGE ☐ 1 OR ☐ 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.98	352,950	300,000	---	52,950(Co)	
	"S.E. Division St.- S.E. Powell Blvd. Section"						
C.L	PROJECT TOTALS	0.98	352,950	300,000	---	52,950 (Co.)	

T

ATES

8-14-78
10-01-80

REMARKS

Additional Data: Item #80360; Project IX-9891(1).

-over-

S.E. Division St.-S.E. Powell Blvd. Section
Project No. IX-9891(3)

Project Data: Work consists of right of way acquisition all phases as required for the future construction to widen the existing facility to provide for 4 travel lanes with continuous left turn median and sidewalks each side.

FHPM 7-7-2 Requirements: Finding of No Significant Impact concurred in by FHWA on ________________.

FHPM 7-7-5 Requirements:

a) Public Hearings ------
b) Location/Design ------ Granted upon approval of the FONSI.

Note: 1) This project is in Congressional District No. 3
2) No relocation assistance involved.

9551

October 31, 1978

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6737

Dear Mr. Domreis:

Attached for your files is a fully executed copy of an agreement concerning improvement of the S.E. Division Street-S.E. Powell Boulevard Section of S.E. 182nd Avenue in Multnomah County.

Also attached is a fully executed copy of an agreement to signalize the intersection of 223rd Avenue and Halsey Street in Multnomah County.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Don Harwell (agreements attached)

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

September 28, 1978

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

Mr. Roy Bennett, County Road Engineer ✓
2115 SE Morrison Street
Portland, Oregon

Dear Gentlepersons:

Be it remembered, that at a meeting of the Board of County Commissioners held September 28, 1978, the following action was taken:

Form of Order in the matter of the execution of)
an Agreement with the State Highway Division to)
cover engineering, construction and finance of)
SE 182nd Avenue)

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Roberts, duly seconded by Commissioner Mosee, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Laura Vodjansky
Clerk of Board

County Eng.
Eng. Sec.
Prog. Coord.
Traffic
Neigh Imp.
Const. Eng.
Comput
Eng. Plan
[✓ Off Eng.]
Draft
Surv.
Surv. Clk.
Dir Pub Serv.
Des. Admin.
Opr & Maint.
Accounting

ks

cc: Budget

1118

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9551

FEDERAL AID PROJECT NO.
I 9891(1)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80360

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-22-78

FEDERAL ROUTE NUMBER
FAU 9891

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
SE. DIVISION ST. - SE. POWELL BLVD

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Archeological Salvage and Utility Preparatory Work TEC NTE $134,000, FF $114,900
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 8-7-78 letter.

DATE
9-22-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hoss

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

1551

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

DPB0001

APPLICANT: OR DOT HWY Div

PROJECT TITLE: SE Division St- SE Powell BLvd

DATE: August 22, 1978

The state has reviewed your project and reached the following conclusions:

STATE HWY ENG
AUG 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A/L | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-28-78
copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer Metro:
R. N. Bothman
Region Engineer 1:
E. L. Hardt
District 2 Engineer:
W. W. Geibel
Aeronautics Division:
Paul Burket
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
[illegible]-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 25 1978
STATE PARKS
BRANCH

PNRS STATE REVIEW

Project #: 7807 2 710 Due Date: AUG 8 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have [illegible] comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310 SHPO

By David E Talbot

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan Original Signed By D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the following projects:

Item No.	Project No.	Section
80364	IX-9880 (1)	NE 242nd St.-Troutdale Rd. (Troutdale)
80360	IX-9891 (1)	SE Division St.-SE Powell Blvd.

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost and obligation of Federal funds on each project as follows:

Project No.	Total Est. Cost	Federal Funds
IX-9880 (1)	$210,000	$180,100
IX-9891 (1)	134,000	114,900
	$344,000	$295,000

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage in accordance with the Oregon Action Plan and Federal Regulations.

These requests are based in Governor Straub's letter dated June 26, 1978 to Mr. G. L. Green, Division Administrator.

A copy for each project of the State Clearinghouse A-95 review letter of approval will be forwarded under separate action.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner

ALL DATA NOT REQUIRED

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

8-7-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	St, Jct US 26, N 0.85 mi		ADT	PRESENT 8,400	FUTURE 15,000 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 IX- 23 NUMBER 7 9891

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Multnomah 05 (14

ROUTE NO. U

FEDERAL-AID: 9891 (32)

STATE: Street * (36)

U.S. (37): ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.85	134,000	114,900	- - -	19,100
5					**ROW**							
5					**CONST** (CODE)		"SE Division St.-SE Powell Blvd. Section"					

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS	0.85	134,000	114,900	- - -	19,100
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (33)	REMARKS

* SE 182nd Avenue

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-7-78

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Jct US 26, N 0.85 mi		8,400	15,000	98	10	Oregon	41	823	80360

								PROJECT NUMBER			I. Projects Only	
ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
gineering								IX-	9891	(1)		

Interstate Substitutions General Funded

Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9891 STATE Street * U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
E			0.85	134,000	114,900	- - -	19,100	Util. Prep. work & archeological salvage.
W								
NST DE)		"SE Division St.-SE Powell Blvd. Section"						Row - 50' min.; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.85	134,000	114,900	- - -	19,100	

OVAL DATES

REMARKS

* SE 182nd Avenue

- Over -

USCOMM DUSCOMM-DC 48905-P61

SE DIVISION ST.- SE POWELL BLVD. SECTION
PROJECT NO. IX-9891 (1)

Note:

1) This project is in Congressional District No.
2) Included in CRAG FY'78 TIP/AE under Board Reso
BD 780304 dated March 23, 1978 from # 238, pag

Existing Facility:

2-lane 20' bituminous pavement with gravel shoulders and a pedestrian activated traffic control signal at Division & Powell intersection.

Adjacent Sections:

4-lane 66' paved curbed section with sidewalks.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work and archealogical salvage as required for the future construction of a 66-foot curbed roadway accommodating 4 traffic lanes with parking both sides and walkways on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements:

Major Action non-significant project concurred in by FHWA on July 20, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approved ______________.
b) Dist. 2 Clearinghouse --- A-95 review satisfied through inclusion of project in CRAG TIP/AE.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan and Federal Statutes.

Data for PR-37:

Field Work	--- ---	$131,000
PS&E preparation	------	3,000
Total		$134,000

L BLVD. SECTION

Note:

1) This project is in Congressional District No. 3.
2) Included in CRAG FY'78 TIP/AE under Board Resolution BD 780304 dated March 23, 1978 from # 238, page 107.

s pavement with gravel shoulders and a pedestrian
ntrol signal at Division & Powell intersection.

bed section with sidewalks.

ject consists of preliminary engineering all
lity preparatory work and archealogical salvage
future construction of a 66-foot curbed roadway
fic lanes with parking both sides and walkways

Railroads, Water Developments, Historical and
e involved.

nificant project concurred in by FHWA on July

se --- A-95 review approved ______________.
ouse --- A-95 review satisfied through
ject in CRAG TIP/AE.

regon Action Plan and Federal Statutes.

- - - - - - - $131,000
- - - - - - 3,000
$134,000

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 21, 1978

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: SE Division St.-SE Powell Blvd.
Highway: FAU-9891 SE 182nd Ave.
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 21, 1978.

BLG: ab

Attachment

cc: G. L. Green
~~H.~~ S. Coulter
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region M-1
District 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. MOehring	46] AREA CODE [48 503	49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 SE Division St.-SE Powell Boulevard		
11	12] PROJECT LOCATION—CITY FAU-9891 SE 182nd Avenue	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Reconstruct SE 182nd Avenue to 66 feet wide between curbs with sidewalks and storm
06 12] sewers from Powell Boulevard to Division Street. There would be four travel lanes [71
07 12] plus a Class III bikeway on each side of the roadway. Signals exist at Division St. [71
08 12] and Powell Blvd. Pedestrian activated signals would be installed at as yet unidenti- [71
09 12] fied cross streets. The Powell-182nd Ave. signal would be rephased. Painted 12-foot [71
10 12] wide left-turn medians may be located in some key portions of the roadway. [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	765,400	---	62,300	62,300	---	890,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL **PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] FEDERAL **AGENCY NAME** [45 U. S. Department of Transportation	46] FEDERAL **SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☐ 29 No ☒ 30 Date: T.I.P. 23 March '78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 August 43] DAY [44 21 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 7-21-78

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of major-nonsignificant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1978

Section SE Division St.-SE Powell Blvd.

Unit (if appl)

County Multnomah FAUS

City

Highway FAU-9891 SE 182nd Ave 0726

State Hwy. No.

Termini: M.P.(if appl)

Length 0.85 mile

Region I

Construction Estimate $890,000 (FAU)
Program Amount

B. Purpose of Project: To improve S.E. 182nd Avenue between Division and Powell to a four lane arterial facility, and to provide sidewalks, bikeways, storm drainage and safer walking and crossing for students of the four schools located along this section, and to provide better north-south access to the rapidly growing area south of Powell Boulevard.

C. Origin & History of Project: 182nd Avenue is now four lanes between I-80N to south of Division Street where it tapers from 4 to 2 lanes near Clinton Street. From Clinton Street on southward, 182nd is a 2-lane rural type road on to Powell Boulevard. 182nd Avenue was designated as major arterial on the County Arterial Plan adopted in 1977.

D. General Description of Project: Reconstruct S.E. 182nd Avenue to 66 feet wide between curbs with sidewalks and storm sewers from Powell Boulevard to Division Street. There would be four travel lanes plus a Class III bikeway on each side of the roadway. Signals exist at Division Street and Powell Boulevard. Pedestrian activated signals would be installed at as yet unidentified cross streets. The Powell-182nd Avenue signal would be rephased. Painted 12-foot wide left turn medians may be located in some key portions of the roadway.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs. Yes; Parking No
Proposed: No. Lanes 4; Med. Poss.; Shldrs. ____; Parking Yes

Traffic: Existing Facility: Existing ADT 8,400; Projected ADT 15,000; Yr. 1990 BR
Existing Level of Service C

Proposed Facility: Projected ADT 15,000; Yr. 1990
Projected Level of Service C

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 16
Yes, No

Acres 0.82 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Avenue and S.E. Main Street. Waste materials may be used at the same sites. Existing asphaltic surfacing will probably be recycled.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

Johnson Creek may receive part of the runoff.

Local City, County or COG priorities of project:

N/A.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. No Build
2. Construct 2-lane road with continuous left turn median, but without parking.
3. Construct 4-lane road with bicycle paths on both sides with possible left turn medians in some portions.

Other Descriptive Information or Comments: Connecting S.E. 182nd Ave. to S.E. 190th Avenue via a new corridor is part of the Comprehensive Framework Plan for Multnomah County adopted in 1977. The southerly extension of 182nd Avenue, if built, is designated as a 2-lane minor arterial in the same plan. The construction of this road segment is seen as at least 10 years away. If elimination of the hazard at the intersection of 190th and Powell can be accomplished without building the 182nd to 190th link, that link may not be built.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project lies at the southernmost edge of the city of Gresham and is partially within the city boundary. Over the .85 mile length of the project the elevation rises from about 260 feet at the north end to about 300 feet along the southern part. Johnson Creek is 50 feet lower and about 1,000 feet south of the project terminus at Powell Boulevard. Present runoff from 182nd is absorbed into the ground along the shoulders. The area between Powell and the creek is undeveloped. Southeast 182nd Avenue begins at Powell and joins Southeast 181st at Yamhill as a four lane facility connecting with I-80N to the north. 181st terminates at Sandy Boulevard. The middle and southern parts of the proposed project section are lined with many mature trees close to the existing roadway; most are Douglas fir, 12-32 inches in diameter.

2. Cultural: Southeast 182nd Avenue between Division and Powell is a county maintained road which provides access to subdivisions on both sides. Only in the widened first block, from Division to Clinton, is there commercial development. Adjacent to the roadway along the proposed project are 4 schools and a church. All of the houses along Southeast 182nd Avenue adjacent to the proposed project are single family units. Along Southeast 182nd near Powell Boulevard there are about a dozen undeveloped lots.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Loss of visual screening, wind protection, and shade for many houses caused by the removal of about 60 large trees; conversion of portions of many landscaped yards to sidewalks and bicycle lanes, all with consequent impact upon the character and quality of the neighborhood: Significant utility relocation would probably be required.

2. Estimated Impact on Traffic Patterns: Widening S.E. 182nd Avenue would provide simultaneous left and right turns onto Powell Boulevard and speed up movement from 182nd onto Powell in both east and west directions.

Consequences--Air Quality, Noise, Safety, etc.:

A. Increased pedestrian safety.
B. Traffic noise to nearest sensitive receptors would probably be raised above permissible federal limits.

3. Estimated Impact on Land Use:

Conversion of much tree-lined frontage to roadway and sidewalk would occur.

Consequences:

A. Significant impact upon the homes in the area of major tree removal.

4. Expected Impact on Natural Ecological Resources:

Probable increase of about 27 acre-feet of surface runoff per annum as opposed to about [illegible] acre-feet of percolated runoff per annum at present, ecological impact not presently determinable.

Consequences: Heavier pollution load on some local streams; where other runoff will be directed is not readily determined at this time.

5. Expected Impact on Cultural and Scenic Resources:

A. Noise and traffic impacts on residential area
B. Removal of about 60 large Douglas fir and other trees
C. Cutting back the frontages on many residential properties

Consequences: From the midpoint of the proposed project area south to Powell Boulevard the adjacent residences would be deprived of most of the aesthetic qualities provided by the present tree-lined corridor, plus loss of visual screening, wind protection, and shade. The conversion of property frontages to the uses proposed in the project would bring the travel lane of the roadway 13½ feet closer to house fronts and eliminate up to 30 feet of front yard depth on some homes. There might be a consequent loss of privacy and livability in about 20 homes. A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern:

A. Impact upon the character and quality of the neighborhood due to loss of many large trees, loss of yard frontages, and loss of visual screening.

B. Noise problems

7. Potential for Controversial Issues:

A. Safety of students
B. Width of proposed project
C. Loss of trees

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans -
Unknown. An Indirect Source Permit may be required.

b. Noise Standards - Probably exceeded at several sensitive receptors. A noise study will be required.

c. Water Quality Standards - The proposed project could add to the pollution of Johnson Creek.

d. Area Land Use and Transportation Plans, and Zoning - The proposed project is consistent with the east Multnomah Arterial Transportation Plan.

C. Recommended Type of Action and Documentation:

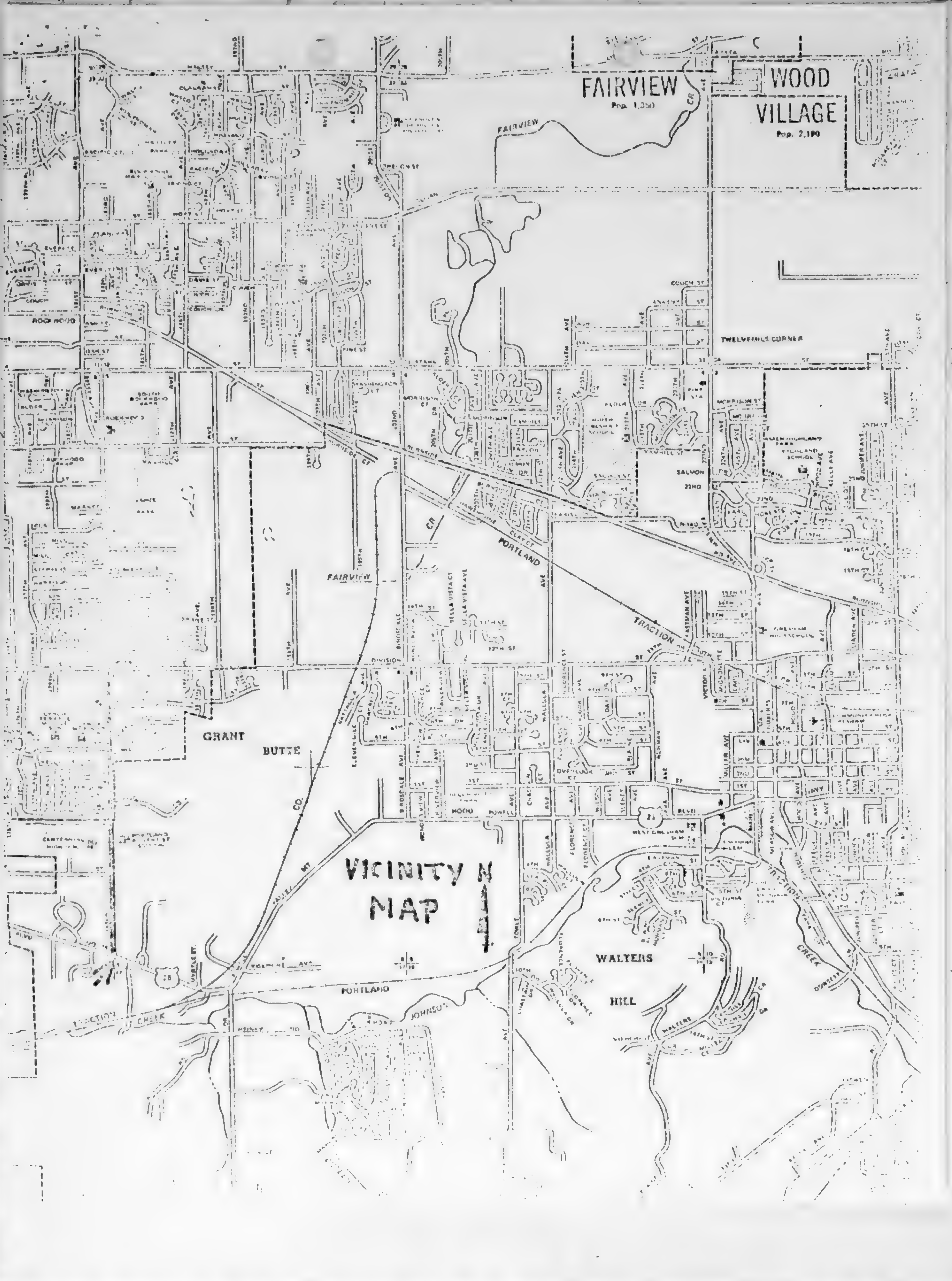
-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	x D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Because of potential noise problems and potential impacts upon the aesthetic quality of the neighborhood, a negative declaration is warranted.

D. Recommended Project Category: ___ 1 ___ 2 x 3 ___ 4

Form (1)10-75


FAIRVIEW
Pop. 1,350
WOOD VILLAGE
Pop. 2,190
FAIRVIEW
CR
TWELVEMILE CORNER
FAIRVIEW
CR
PORTLAND
TRACTION
DIVISION
GRANT
BUTTE
CO.
VICINITY MAP
N
WALTERS
HILL
PORTLAND
TRACTION
CREEK
JOHNSON
CREEK
26

7[illegible]1

Form FHWA [illegible]21 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 20, 1978

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
SE. Division St. - SE. Powell Blvd.
FAU-9891 SE. 182nd Avenue 0726
Multnomah County FAUS

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your July 11, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

R. M. Arenz
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

Environmental Section
July 24, 1978
cc: D. H. Moehring (1)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
R. N. Bothman
Ed Hardt
Jef Kaiser
Gerald Wimer
B. L. Gifford (2)
Harry Woodward

RECEIVED
JUL 25 1978
ENGINEERING SECTION

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

____Trout____
____
____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____
____

M-9891(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1978

Section SE Division St.-SE Powell Blvd.

Unit (if appl)

County Multnomah FAUS

City

Highway FAU-9891 SE 182nd Ave 0726

State Hwy. No.

Termini: M.P.(if appl)

Length 0.85 mile

Region I

Construction Estimate $890,000 (FAU)
Program Amount

B. Purpose of Project: To improve S.E. 182nd Avenue between Division and Powell to a four lane arterial facility, and to provide sidewalks, bikeways, storm drainage and safer walking and crossing for students of the four schools located along this section, and to provide better north-south access to the rapidly growing area south of Powell Boulevard.

C. Origin & History of Project: 182nd Avenue is now four lanes between I-80N to south of Division Street where it tapers from 4 to 2 lanes near Clinton Street. From Clinton Street on southward, 182nd is a 2-lane rural type road on to Powell Boulevard. 182nd Avenue was designated as major arterial on the County Arterial Plan adopted in 1977.

D. General Description of Project: Reconstruct S.E. 182nd Avenue to 66 feet wide between curbs with sidewalks and storm sewers from Powell Boulevard to Division Street. There would be four travel lanes plus a Class III bikeway on each side of the roadway. Signals exist at Division Street and Powell Boulevard. Pedestrian activated signals would be installed at as yet unidentified cross streets. The Powell-182nd Avenue signal would be rephased. Painted 12-foot wide left turn medians may be located in some key portions of the roadway.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 4 ; Med. Poss. ; Shldrs. ____ ; Parking Yes

Traffic: Existing Facility: Existing ADT 8,400 ; Projected ADT 15,000 ; Yr. 1990 BR

Existing Level of Service C

Proposed Facility: Projected ADT 15,000 ; Yr. 1990

Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 16
Yes, No

Acres 0.82 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Avenue and S.E. Main Street. Waste materials may be used at the same sites. Existing asphaltic surfacing will probably be recycled.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

Johnson Creek may receive part of the runoff.

Local City, County or COG priorities of project:

N/A.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. No Build
2. Construct 2-lane road with continuous left turn median, but without parking.
3. Construct 4-lane road with bicycle paths on both sides with possible left turn medians in some portions.

Other Descriptive Information or Comments: Connecting S.E. 182nd Ave. to S.E. 190th Avenue via a new corridor is part of the Comprehensive Framework Plan for Multnomah County adopted in 1977. The southerly extension of 182nd Avenue, if built, is designated as a 2-lane minor arterial in the same plan. The construction of this road segment is seen as at least 10 years away. If elimination of the hazard at the intersection of 190th and Powell can be accomplished without building the 182nd to 190th link, that link may not be built.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project lies at the southernmost edge of the city of Gresham and is partially within the city boundary. Over the .85 mile length of the project the elevation rises from about 260 feet at the north end to about 300 feet along the southern part. Johnson Creek is 50 feet lower and about 1,000 feet south of the project terminus at Powell Boulevard. Present runoff from 182nd is absorbed into the ground along the shoulders. The area between Powell and the creek is undeveloped. Southeast 182nd Avenue begins at Powell and joins Southeast 181st at Yamhill as a four lane facility connecting with I-80N to the north. 181st terminates at Sandy Boulevard. The middle and southern parts of the proposed project section are lined with many mature trees close to the existing roadway; most are Douglas fir, 12-32 inches in diameter.

2. Cultural: Southeast 182nd Avenue between Division and Powell is a county maintained road which provides access to subdivisions on both sides. Only in the widened first block, from Division to Clinton, is there commercial development. Adjacent to the roadway along the proposed project are 4 schools and a church. All of the houses along Southeast 182nd Avenue adjacent to the proposed project are single family units. Along Southeast 182nd near Powell Boulevard there are about a dozen undeveloped lots.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Loss of visual screening, wind protection, and shade for many houses caused by the removal of about 60 large trees; conversion of portions of many landscaped yards to sidewalks and bicycle lanes, all with consequent impact upon the character and quality of the neighborhood: Significant utility relocation would probably be required.

2. Estimated Impact on Traffic Patterns: Widening S.E. 182nd Avenue would provide simultaneous left and right turns onto Powell Boulevard and speed up movement from 182nd onto Powell in both east and west directions.

Consequences--Air Quality, Noise, Safety, etc.:

A. Increased pedestrian safety.
B. Traffic noise to nearest sensitive receptors would probably be raised above permissible federal limits.

3. Estimated Impact on Land Use:

Conversion of much tree-lined frontage to roadway and sidewalk would occur.

Consequences:

A. Significant impact upon the homes in the area of major tree removal.

4. Expected Impact on Natural Ecological Resources:

Probable increase of about 27 acre-feet of surface runoff per annum as opposed to about 7.5 acre-feet of percolated runoff per annum at present, ecological impact not presently determinable.

Consequences: Heavier pollution load on some local streams; where other runoff will be directed is not readily determined at this time.

5. Expected Impact on Cultural and Scenic Resources:

A. Noise and traffic impacts on residential area
B. Removal of about 60 large Douglas fir and other trees
C. Cutting back the frontages on many residential properties

Consequences: From the midpoint of the proposed project area south to Powell Boulevard, the adjacent residences would be deprived of most of the aesthetic qualities provided by the present tree-lined corridor, plus loss of visual screening, wind protection, and shade. The conversion of property frontages to the uses proposed in the project would bring the travel lane of the roadway 13½ feet closer to house fronts and eliminate up to 30 feet of front yard depth on some homes. There might be a consequent loss of privacy and livability in about 20 homes. A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern:

A. Impact upon the character and quality of the neighborhood due to loss of many large trees, loss of yard frontages, and loss of visual screening.

B. Noise problems

7. Potential for Controversial Issues:

A. Safety of students

B. Width of proposed project

C. Loss of trees

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans -
Unknown. An Indirect Source Permit may be required.

b. Noise Standards - Probably exceeded at several sensitive receptors. A noise study will be required.

c. Water Quality Standards - The proposed project could add to the pollution of Johnson Creek.

d. Area Land Use and Transportation Plans, and Zoning - The proposed project is consistent with the east Multnomah Arterial Transportation Plan.

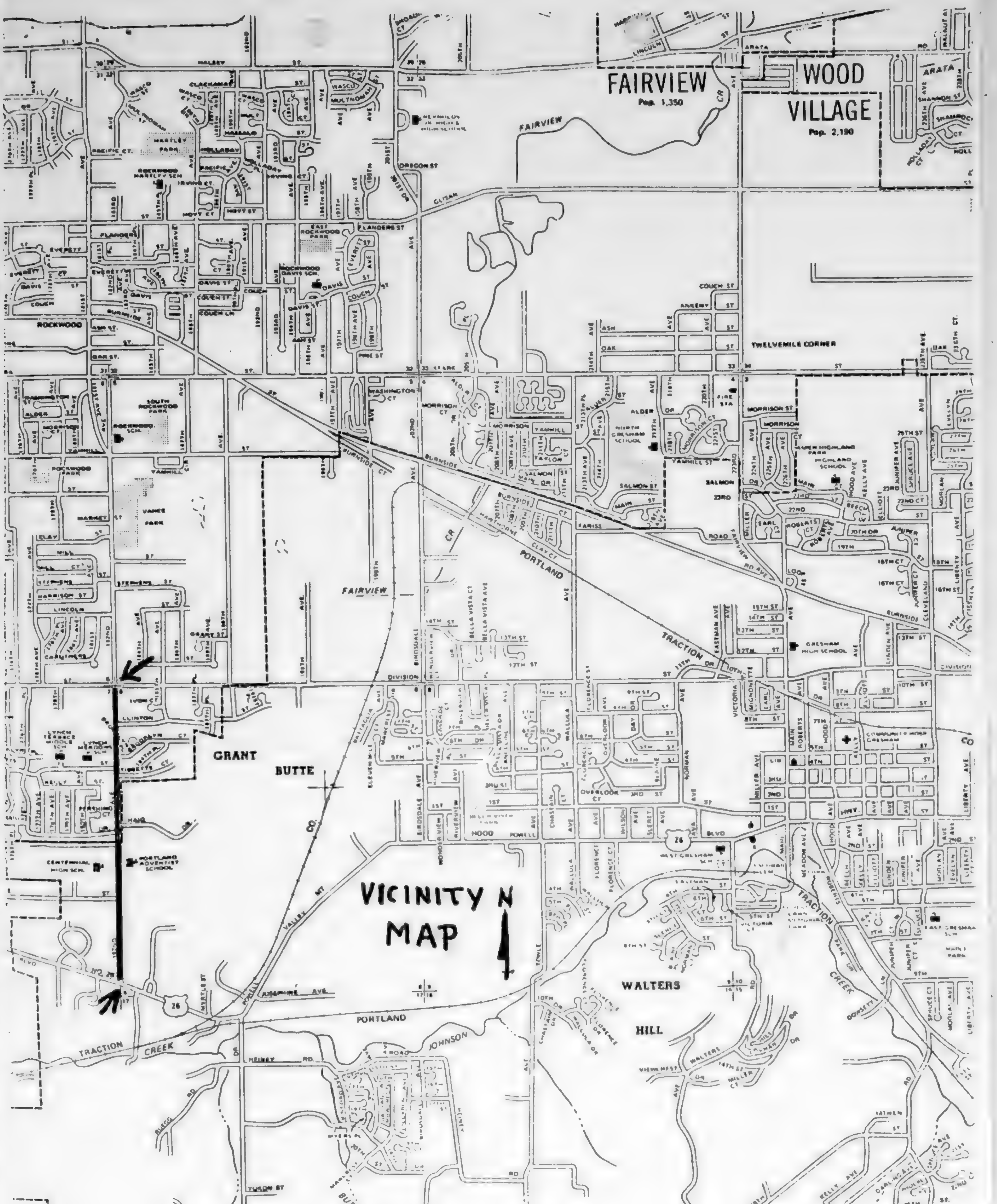
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----	------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	x D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Because of potential noise problems and potential impacts upon the aesthetic quality of the neighborhood, a negative declaration is warranted.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4


VICINITY MAP
N
FAIRVIEW
Pop. 1,350
WOOD VILLAGE
Pop. 2,190
TWELVEMILE CORNER
ROCKWOOD
GRANT BUTTE
WALTERS HILL
HALSEY ST
GLISAN
STARK
BURNSIDE
DIVISION
POWELL
PORTLAND TRACTION CO
FAIRVIEW
JOHNSON CREEK
BUTLER
ROCKWOOD HARTLEY SCH
ROCKWOOD DAVIS SCH
SOUTH ROCKWOOD PARK
ROCKWOOD SCH
VANCE PARK
LYNCH TERRACE SCHOOL
LYNCH MEADOWS SCH
CENTENNIAL HIGH SCH
PORTLAND ADVENTIST SCHOOL
GRESHAM HIGH SCHOOL
NORTH GRESHAM SCHOOL
HIGHLAND SCHOOL
WEST GRESHAM SCH
EAST GRESHAM SCH
FIRE STA
26

9357

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Feeeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

MULTNOMAH COUNTY
Proposed Interstate Transfer Project

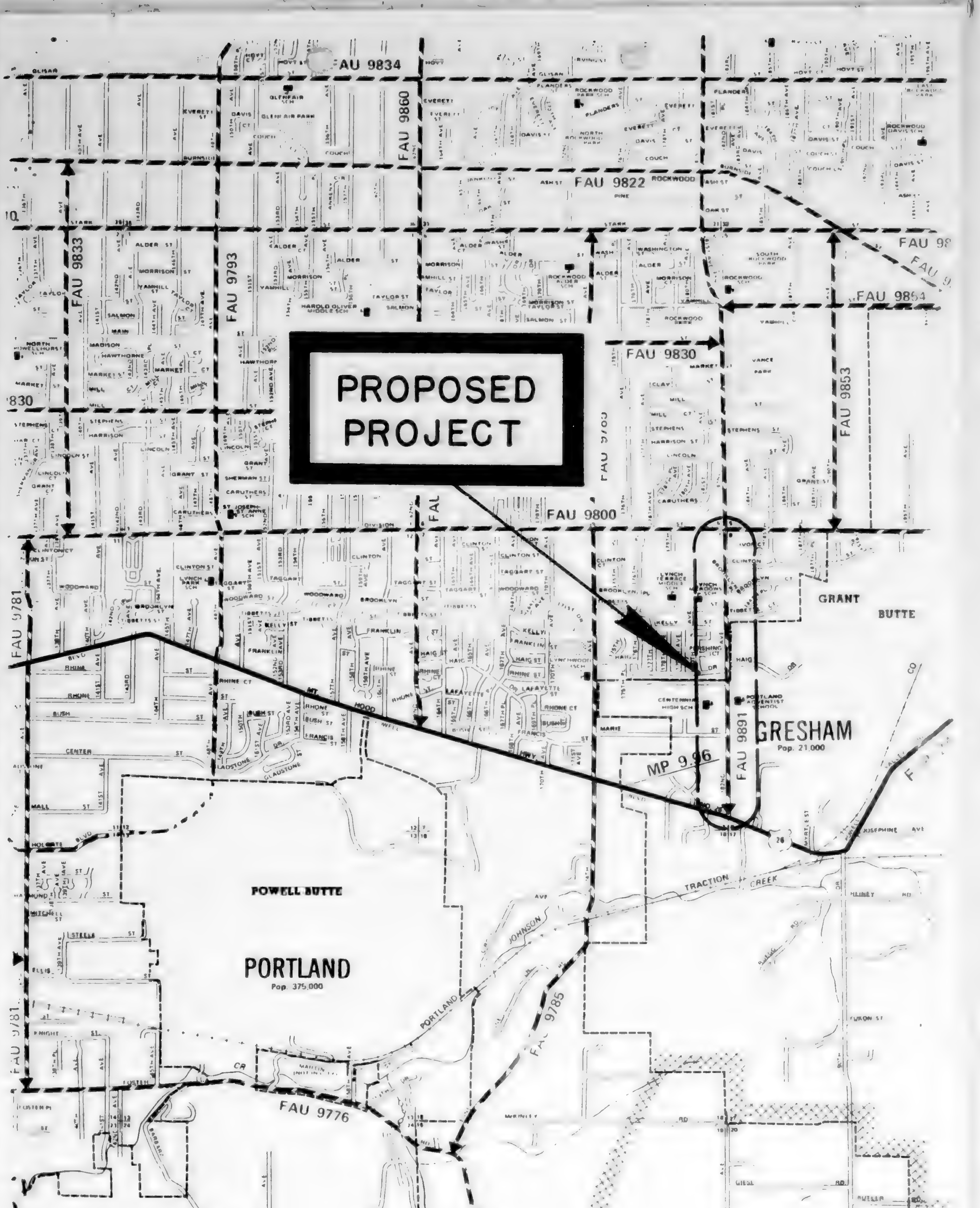
S.E. Division Street-S.E. Powell Blvd. Section
S.E. 182nd Avenue, FAU 9891
Grade, Pave, Signals, Signing and Striping
0.85 miles
$890,000

This project consists of widening and improving S.E. 182nd Avenue to provide four travel lanes with parking and sidewalks on both sides. Storm Sewers will be constructed as part of the project. The existing traffic signal at Powell Boulevard will be revised and pedestrian activated signals will be installed at locations to be determined during the preliminary engineering phase.

Right-of-way will be acquired as a participating cost of the project.

Multnomah County will perform the bulk of preliminary and construction engineering.

78-e
7/5/78



PROPOSED PROJECT

FAU 9834
FAU 9860
FAU 9822
FAU 9833
FAU 9793
FAU 9830
FAU 9854
FAU 9853
FAU 9800
FAU 9781
FAU 9891
MP 9.96
FAU 9785
FAU 9776
GRESHAM
Pop. 21,000
GRANT
BUTTE
POWELL BUTTE
PORTLAND
Pop. 375,000
JOHNSON
CREEK
TRACTION
DIVISION
STARK
BURNSIDE
GLISAN
HOLGATE
FOSTER
ROCKWOOD
MT HOOD
CENTENNIAL HIGH SCH
PORTLAND ADVENTIST SCHOOL
26

DPB0001 2

Form E-19 (1 [illegible] 9-71)

OREGON STATE HIGHWAY DIVISION Planning File No. 78-10

AUTHORITY FOR SURVEY

Section S.E. Division Street - S.E. Powell Boulevard
Highway S.E. 182nd Avenue FAU 9891
County Multnomah

Date June 8, 1978
Authorization No. 1
Survey Prefix 326-1959 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of survey located on 182nd Avenue at Division Street Intersection. The southerly end of survey at intersection of S.E. Powell Boulevard. Overall length of survey is 0.85 mile.

Proposed:

Widen 182nd to 66' curb to curb section. Provide storm sewers. Investigate bus turnouts and transit waiting areas.

Purpose of survey:

County to perform field survey, prepare negative declaration, plans, estimate, and specifications.

State to monitor PE, review plans, and complete PS&E.

IX-9891(1)
9-22-78

E-4 Funding
Category III M

		Estimate of Cost
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	126,800
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	200
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	800
Environmental	(923)	2,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey $134,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Requests made by:
Robert T. Ewen
R. T. Ewen, METRO Location Engineer

Recommended for Approval:
R. T. Ewen for Max Klotz
M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
E. Wente

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-10

AUTHORITY FOR SURVEY

Section Division Street - Powell Boulevard

Highway S.E. 182nd Avenue

County Multnomah

Date June 8, 1978

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of survey located on 182nd Avenue at Division Street Intersection. The southerly end of survey at intersection of S.E. Powell Boulevard. Overall length of survey is 0.85 mile.

Proposed:

Widen 182nd to 66' curb to curb section. Provide storm sewers. Investigate bus turnouts and transit waiting areas.

Purpose of survey:

County to perform field survey, prepare negative declaration, plans, estimate, and specifications.

State to monitor PE, review plans, and complete PS&E.

E-4 Funding
Category III M

	Estimate of Cost	
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	126,800
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	200
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	800
Environmental	(923)	2,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 134,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Requests made by:

Robert Ewen

R. T. Ewen, METRO Location Engineer

Recommended for Approval:

Robt Ewen for Max Klotz

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 5, 1978

Section Division St. to Powell Blvd.

Unit (if appl)

County Multnomah

City

Highway S.E. 182nd Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 0.85 mile

Region I

Construction Estimate $890,000 (FAU)
Program Amount

B. **Purpose of Project:** To improve S.E. 182nd Avenue between Division and Powell to a four lane arterial facility, and to provide sidewalks, parking, storm drainage and safer walking and crossing for students of the four schools located along this section, and to provide better north-south access to the rapidly growing area south of Powell Boulevard.

C. **Origin & History of Project:** 182nd Avenue is now four lanes between I-80N to south of Division Street where it tapers from 4 to 2 lanes near Clinton Street. From Clinton Street on southward, 182nd is a 2-lane rural type road on to Powell Boulevard. 182nd Avenue was designated as major arterial on the County Arterial Plan adopted in 1977.

D. **General Description of Project:** Reconstruct S.E. 182nd Avenue to 66 feet wide between curbs with sidewalks and storm sewers from Powell Boulevard to Division Street. There would be four travel lanes plus a Class III bikeway on each side of the roadway. Signals exist at Division Street and Powell Boulevard. Pedestrian activated signals would be installed at as yet unidentified cross streets. The Powell-182nd Avenue signal would be rephased. Painted 12-foot wide left turn medians may be located in some key portions of the roadway.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 4 ; Med. Poss. ; Shldrs. ______ ; Parking Yes

Traffic: Existing Facility: Existing ADT 8,400 ; Projected ADT 15,000 ; Yr. 1990 BR

Existing Level of Service C

Proposed Facility: Projected ADT 15,000 ; Yr. 1990

Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 16

Acres 0.82; Type of Relocation Req. None; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Avenue and S.E. Main Street. Waste materials may be used at the same sites. Existing asphaltic surfacing will probably be recycled.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

Johnson Creek may receive part of the runoff

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. No build
2. Construct 2 lane road with continuous left turn median, but without parking
3. Construct four lane road with parking on both sides with possible left turn medians in some portions.

Other Descriptive Information or Comments:

Connecting S.E. 182nd Avenue to S.E. 190th Avenue via a new corridor is part of the Comprehensive Framework Plan for Multnomah County adopted in 1977. If the widening of S.E. 182nd Avenue causes this link to be built it would accelerate development of rural areas to the south.

(Attach project sketch map.)

ART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project lies at the southernmost edge of the city of Gresham and is partially within the city boundary. Over the .85 mile length of the project the elevation rises from about 260 feet at the north end to about 300 feet along the southern part. Johnson Creek is 50 feet lower and about 1,000 feet south of the project terminus at Powell Boulevard. Present runoff from 182nd is absorbed into the ground along the shoulders. The area between Powell and the creek is undeveloped. Southeast 182nd Avenue begins at Powell and joins Southeast 181st at Yamhill as a four lane facility connecting with I-80N to the north. 181st terminates at Sandy Boulevard. The middle and southern parts of the proposed project section are lined with many mature trees close to the existing roadway; most are Douglas fir, 12-32 inches in diameter.

2. Cultural: Southeast 182nd Avenue between Division and Powell is a county maintained road which provides access to subdivisions on both sides. Only in the widened first block, from Division to Clinton, is there commercial development. Adjacent to the roadway along the proposed project are 4 schools and a church. All of the houses along Southeast 182nd Avenue adjacent to the proposed project are single family units. Along Southeast 182nd near Powell Boulevard there are about a dozen undeveloped lots.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Loss of visual screening, wind protection and shade for many houses caused by the removal of about 60 large trees; conversion of portions of many landscaped yards to sidewalks and parking lanes, all with consequent impact upon the character and quality of the neighborhood: Significant utility relocation would probably be required.
2. Estimated Impact on Traffic Patterns: Widening S.E. 182nd Avenue may increase pressures to extend it further south and link up with 190th Avenue. It would provide simultaneous left and right turns onto Powell Boulevard and speed up movement from 182nd onto Powell Boulevard in both east and west directions. If the proposed project is linked up with S.E. 190th Avenue, it would adversely affect traffic flow on Powell Boulevard at its intersection with S.E. 182nd Avenue.

   Consequences--Air Quality, Noise, Safety, etc.:

   A. Increased pedestrian safety
   B. Traffic noise to nearest sensitive receptors would probably be above permissible federal limits

3. Estimated Impact on Land Use:

   The project may promote development of open lands further south as a secondary impact by making access to these areas easier. Conversion of much tree-lined frontage to roadway and sidewalk would occur.

   Consequences:

   A. Premature occurrence of land development south along S.E. 190th Avenue
   B. Significant impact upon the homes in the area of major tree removal

4. Expected Impact on Natural Ecological Resources:

   Probable increase of about 27 acre-feet of surface runoff per annum as opposed to about 7.5 acre-feet of percolated runoff per annum at present, ecological impact not presently determinable.

   Consequences:

   Heavier pollution load on some local streams; where other runoff will be directed is not readily determined at this time.

5. Expected Impact on Cultural and Scenic Resources:

   A. Noise and traffic impacts on residential area
   B. Removal of about 60 large Douglas fir and other trees
   C. Cutting back the frontages on many residential properties

   Consequences: From the midpoint of the proposed project area south to Powell Boulevard, the adjacent residences would be deprived of most of the aesthetic qualities provided by the present tree-lined corridor, plus loss of visual screening, wind protection and shade. The conversion of property frontages to the uses proposed in the project would bring the travel lane of the roadway 13 1/2 feet closer to house fronts and eliminate up to 30 feet of front yard depth on some homes. There might be a consequent loss of privacy and livability in about 20 homes.

6. Preliminary Identification of Areas of Critical Concern:
   - A. Impact upon the character and quality of the neighborhood due to loss of many large trees
   - B. Noise problems

7. Potential for Controversial Issues:
   - A. Safety of students
   - B. Increased pressure for extending 182nd southward via 190th Avenue and increasing ADT along 182nd
   - C. Encouragement of "leapfrog" development
   - D. Width of proposed project

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans - The proposed project would not directly cause a significant increase in air pollution and would be consistent with clean air implementation plans.

   b. Noise Standards - Probably exceeded at several sensitive receptors. A noise study would be required.

   c. Water Quality Standards - The proposed project could significantly add to the pollution of Johnson Creek.

   d. Area Land Use and Transportation Plans, and Zoning - The proposed project could encourage land development pressures inconsistent with LCDC goals (see page 6). It is consistent with the east Multnomah Arterial Transportation Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------   ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS   _x_ D & F Neg.Dec.   ____ ASSESSMENT ONLY

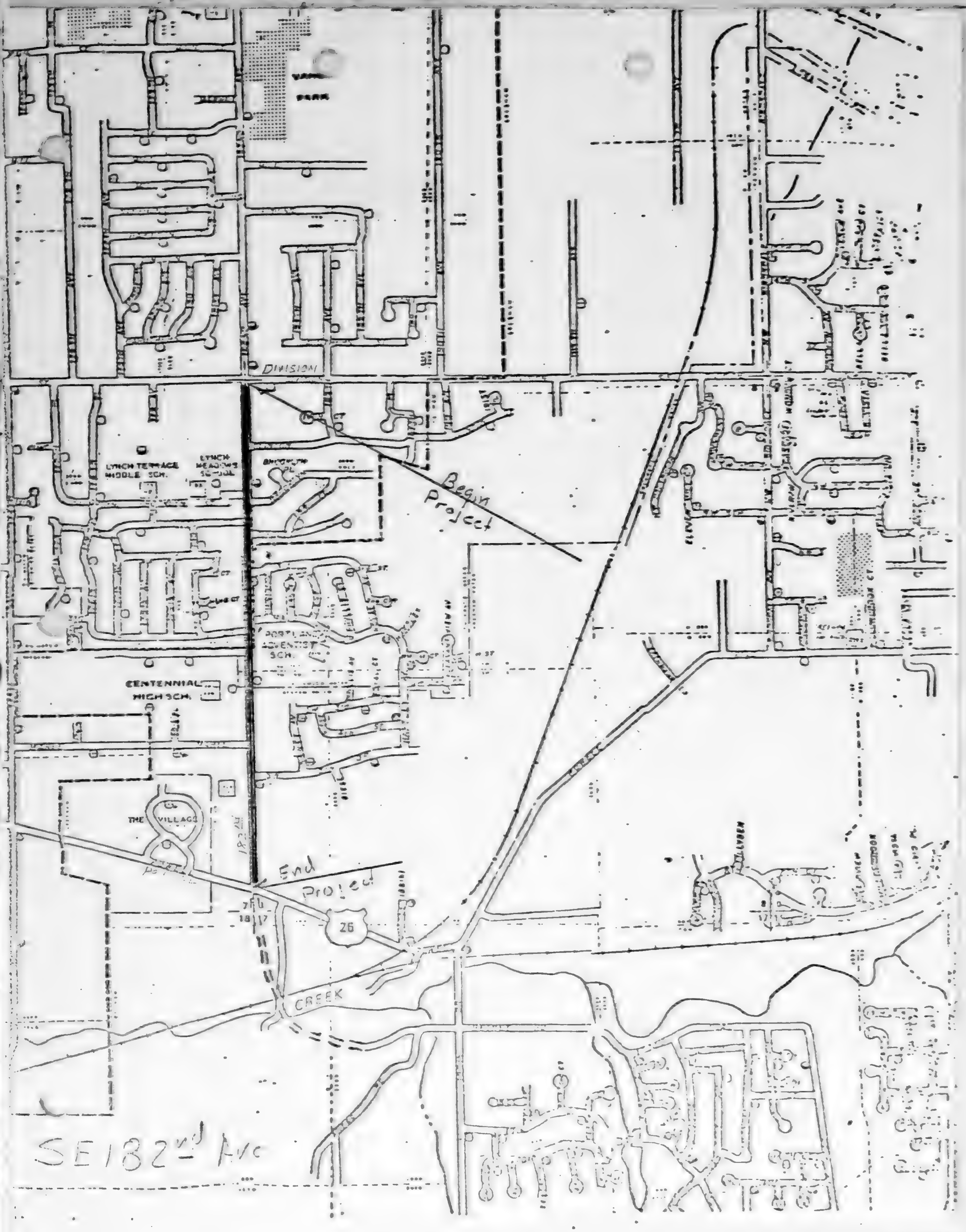
____ Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Because of potential secondary impacts on land development, noise problems, and potential impacts upon the aesthetic quality of the neighborhood; and because the proposed project appears to be piecemealing as defined in FHPM 7-7-2, Paragraph 6 (a), it warrants the level of analysis afforded by a negative declaration.

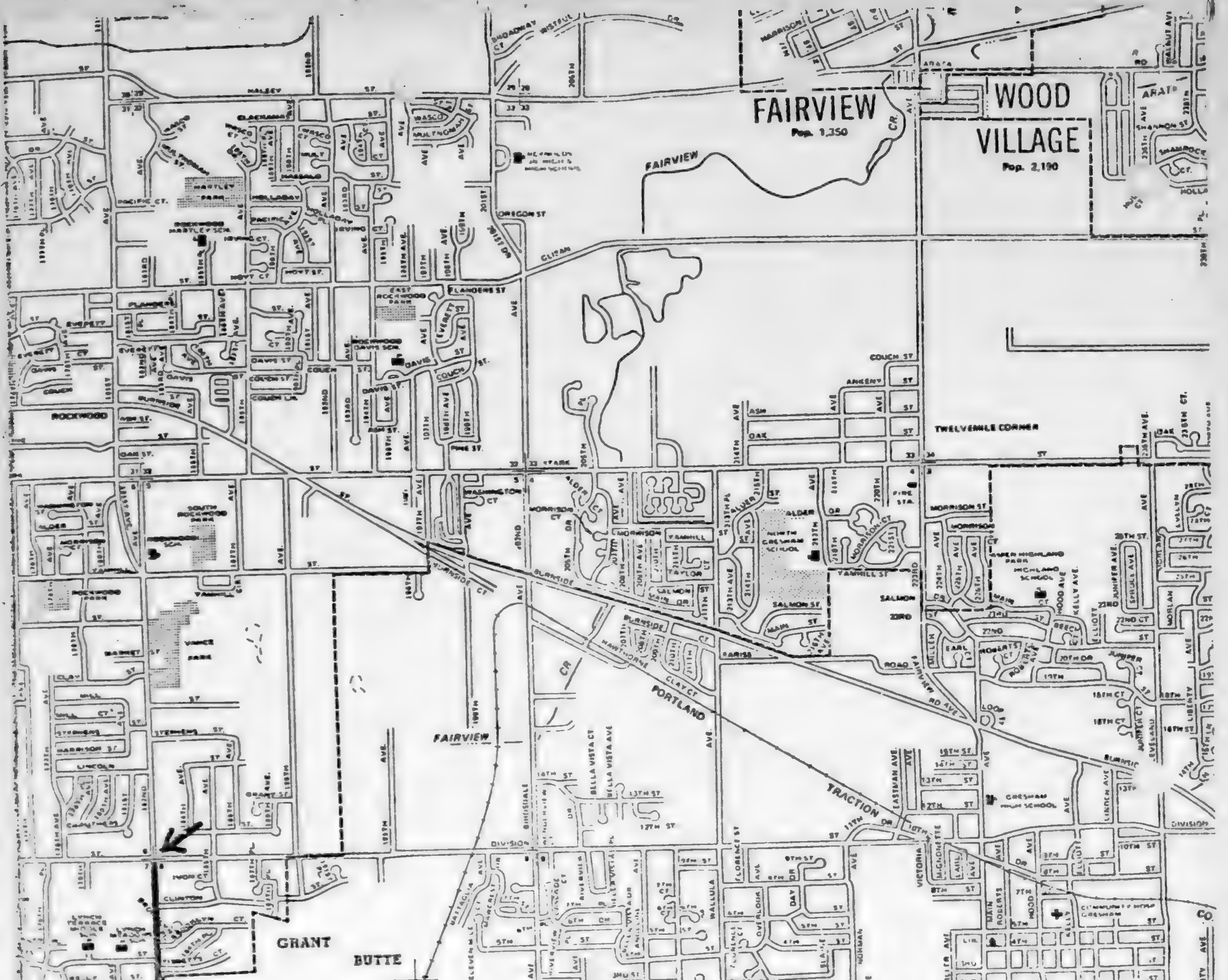
D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

LCDC GOAL CONFORMANCE CHECKLIST

GOAL	Not Applicable	Applicable, Compatible	Applicable, Potential Conflict	See Discussion, P.
1. Citizen Involvement	X			
2. Land Use Planning			X	2; 4 (3)
3. Agricultural Lands			X	4 (3)
4. Forest Lands	X			
5. Open, Scenic & Historic			X	4 (3)
6. Air, Water, Land			X	2; 4 (4)
7. Natural Hazards	X			
8. Recreational Needs	X			
9. Economy	X			
10. Housing	X			
11. Public Facilities	X			
12. Transportation			X	2
13. Energy Conservation	X			
14. Urbanization			X	4; 5 (7)
15. Greenway	X			
16. Estuarine Resources	X			
17. Coastal Shore Lands	X			
18. Beaches & Dunes	X			
19. Ocean Resources	X			


PARK
DIVISION
Begin Project
LYNCH TERRACE MIDDLE SCH.
LYNCH MEADOWS SCHOOL
PORTLAND ADVENTIST SCH.
CENTENNIAL HIGH SCH.
THE VILLAGE
182 AV
End Project
26
CREEK

SE 182nd Ave



VICINITY MAP

N
FAIRVIEW
Pop. 1,350
WOOD VILLAGE
Pop. 2,190
HALSEY ST.
GLISAN
ROCKWOOD
STARK
BURNSIDE
TWELVEMILE CORNER
NORTH GRESHAM SCHOOL
PORTLAND
TRACTION
FAIRVIEW
DIVISION
GRESHAM HIGH SCHOOL
GRANT
BUTTE
WALTERS
HILL
VALLEY
HOOD
PORTLAND
JOHNSON
BUTLER
CHESTNUT
CENTENNIAL HIGH SCH.
PORTLAND ADVENTIST SCHOOL
26

FEDERAL AID PROJECT REQUEST

Date March 3, 1978

Applicant Agency Multnomah County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project E-4 Transfer Funds.

Federal Aid Route No. FAU 9891 Route Name S. E. 182nd Avenue

Project Name S. E. 182nd Avenue, widen to four lanes.

Project Length 0.85 mile Project Location (Attach sketch map)

Project Description Reconstruct S.E. 182nd Avenue 66 feet wide between curbs with sidewalks, and storm sewers from Division to Powell. Possible bus turnouts and improved transit waiting areas.

Average Daily Traffic 8400 Design Speed Posted 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. paving Travel Lanes 2 Shoulders gravel

Medians none Parking none

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 66 feet Travel Lanes 4 Shoulders none

Medians Painted at intersections Parking Adjacent to curb

Curbed yes Length Curb Radii ____

Sidewalk/Bikeway Concrete sidewalks both sides, sidewalk on west side

Remarks may be of sufficient width to accommodate bicycles.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies, 70' predominant Minimum 50 ft. Maximum 90 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Signals at Division St. & at Powell Blvd.

2. **Proposed Signalization:**

Location Pedestrian activated signals at school crossings--locations to be identified during PE working with Centennial School District.
Type Pedestrian activated
Phases
Type of Suspension
Interconnected
Remarks Signal at Powell Blvd. will require some revisions.

3. **Permanent Signing:**

Include in project or by applicant? Include in project.

4. **Permanent Striping:**

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 watt high pressure sodium vapour luminaires now operated by City of Gresham and Mid-County service district within jurisdiction of each.

2. **Proposed Illumination:**

Location Existing luminaires to be reinstalled at 45 foot mounting height
Type on new power distribution poles to be installed by utility company.

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width **Shoulder Width**
Length **Width**
To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: **Length** **Width**

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Multnomah County Dept. of Environmental Svcs. — Office
2. Environmental — (same) — Office
3. Public Hearing — (same) — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 608,000
Right-of-way costs (if participating)	90,000
Traffic control	8,000
Illumination	0
Structures	0
Railroad	
Other Traffic signal revisions	50,000
Preliminary engineering	134,000
PROJECT TOTAL	$ 890,000

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or MULTNOMAH COUNTY

By ________ By ________

By ________ By ________

By ________

FORM D

RECOMMENDATION TO THE
OREGON DEPARTMENT OF TRANSPORTATION

PROJECT (HWY) NAME: S. E. 182ND AVENUE

PROJECT TERMINI: S. E. Division Street to S. E. Powell Blvd.

DESCRIPTION OF CURRENT PROBLEM: S. E. 182nd Avenue between S.E. Division and S.E. Powell Blvd. is a two lane road with shoulders which was constructed to serve the area when it was mostly farming. The area is changing to residential and this segment of road now serves four schools. This section of 182nd Avenue which serves as a north-south arterial is inadequate to handle the automobile and pedestrian needs.

RECOMMENDED CORRECTIVE ACTION: Reconstruct S.E. 182nd Avenue between Division Street and Powell Blvd. 66 feet wide between curbs, with sidewalks and storm sewers.

SUBMITTED BY (JURISDICTION) MULTNOMAH COUNTY, OREGON

FORM C

PROJEC INFORMATION FORM
TRANSPORTATION IMPROVEMENT PROGRAM
PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT NAME: S. E. 182nd Avenue (Widening to four lanes)
I.D. #
APPLICANT Multnomah County, Oregon

PROJE DESCRIPTION:
RESPONSIBILITY (AGENCY) Multnomah County
LIMITS Division to Powell Blvd.
LENGTH 0.85 mile
DESCRIPTION Reconstruct SE 182nd Avenue between Powell Blvd. & Division Street, 66 feet wide between curbs with sidewalks and storm sewers.

SCHEDULE:
TO ODOT ____ EIS OK'D ____
PE O'KD ____ BID LET ____
CAT'GY ____ COMPLT ____
HEARING ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ____ TSM ELEMENT ____

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$	134,000				
FEDERAL	$	115,240				
STATE	$					
LOCAL	$	18,760				
	$					
	$					

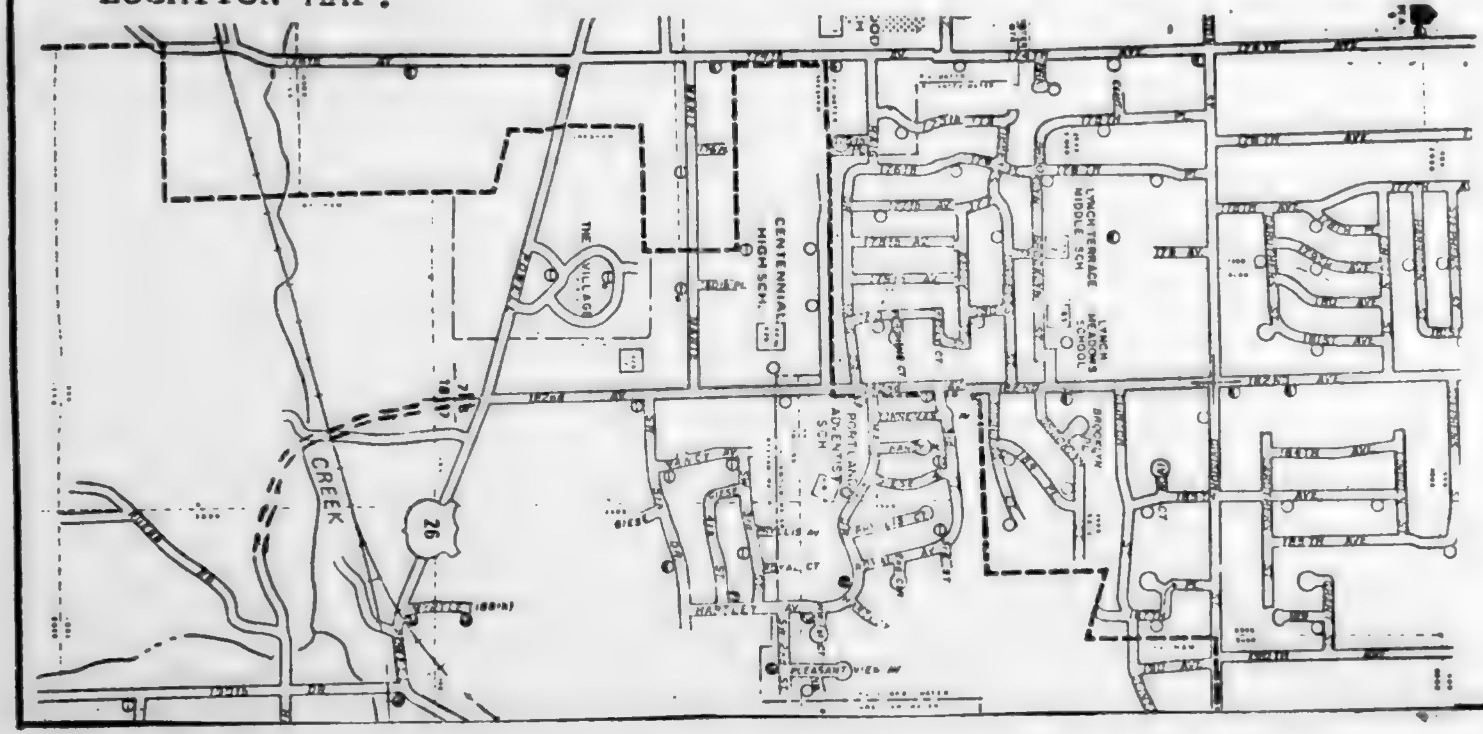
APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 134,000
CONSTRUCTION	608,000
RIGHT OF WAY	90,000
TRAFFIC CONTROL	8,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	?
STRUCTURES	0
RAILROAD CROSSINGS	0
Traffic Signal Revis.	50,000
TOTAL	$ 890,000

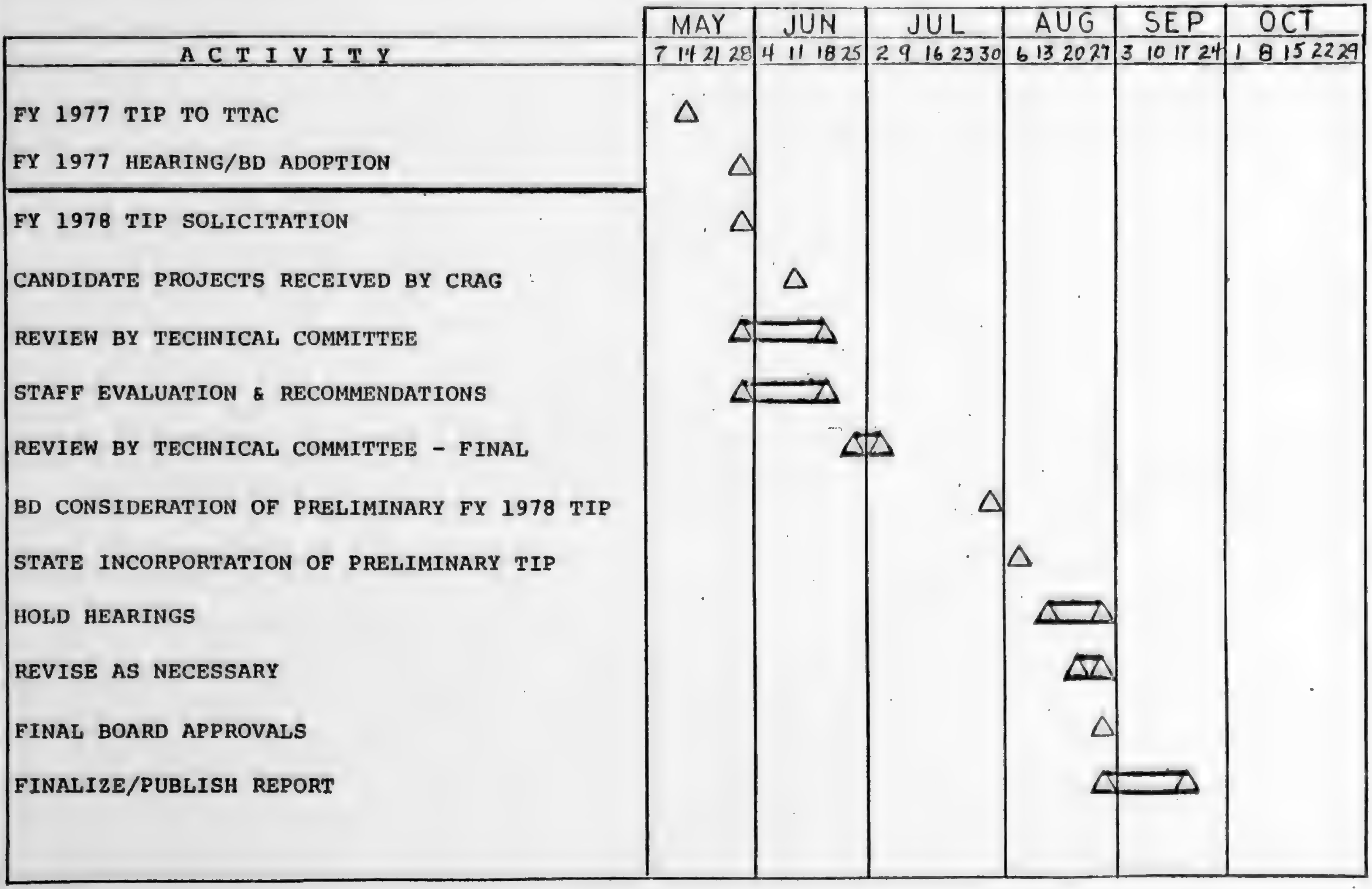
SOURCE OF FUNDS (%)

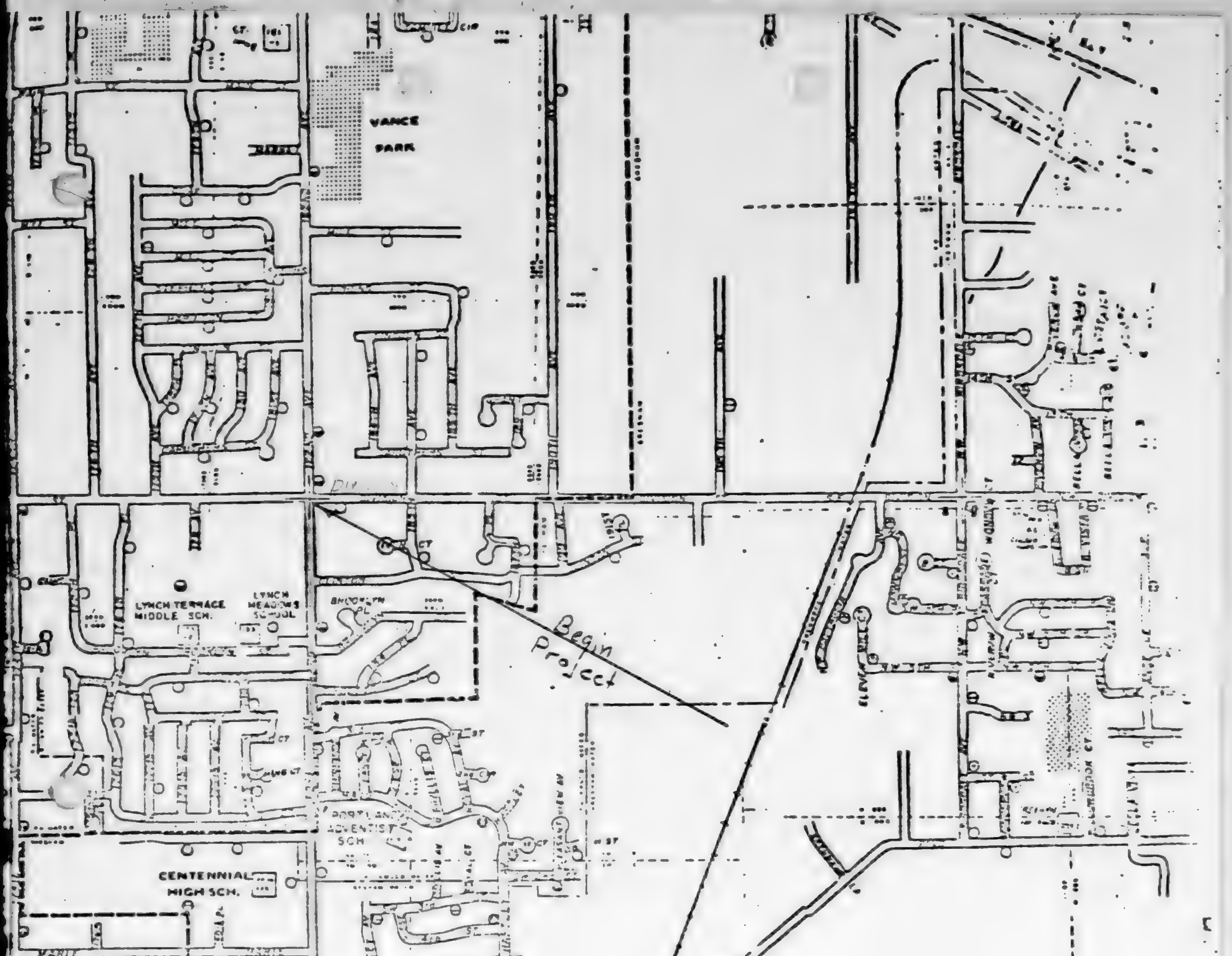
FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
E-4 Transfer Funds	86%
NON-FEDERAL (MATCH)	
STATE	
LOCAL	14%

LOCATION MAP:



COLUMBIA REGION ASSOCIATION OF GOVERNMENTS
FY 1977-78 IMPLEMENTATION SCHEDULE
TRANSPORTATION IMPROVEMENT PROGRAM

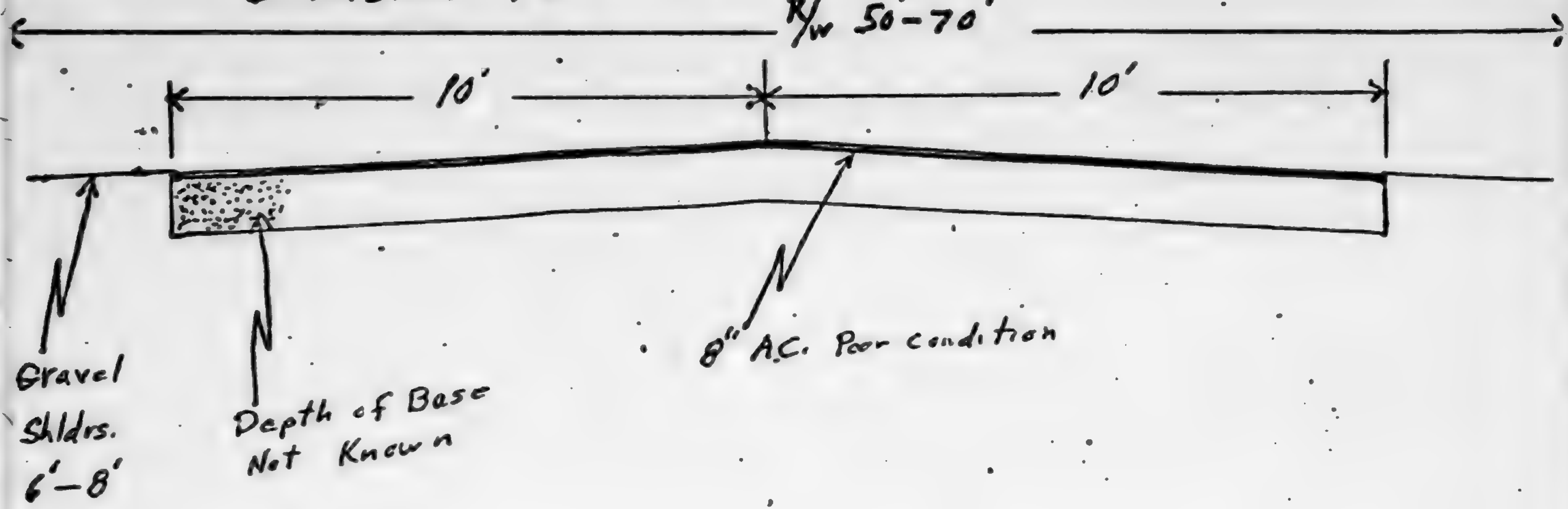



VANCE PARK
DIV
LYNCH TERRACE MIDDLE SCH.
LYNCH MEADOWS SCHOOL
BROOKLYN PL
Begin Project
PORTLAND ADVENTIST SCH
CENTENNIAL HIGH SCH.
VISTA
THE VILLAGE
LYNCH
End Project
26
CREEK

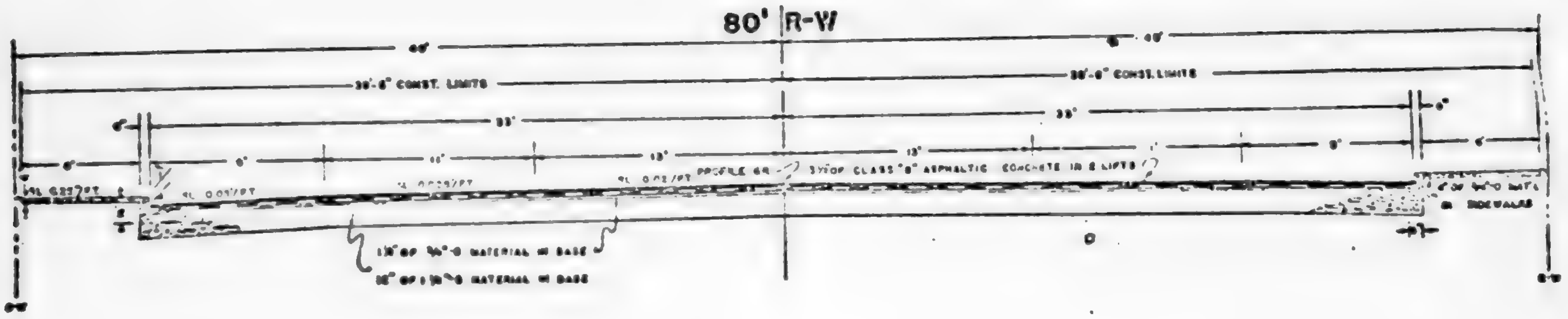
SE 182nd Ave

EXISTING

SE 182nd
Division to Powell


R/W 50'-70'
10'
10'
Gravel Shldrs. 6'-8'
Depth of Base Not Known
8" A.C. Poor condition

PROPOSED


80' R-W
40'
40'
CONST. LIMITS
CONST. LIMITS
33'
33'
6"
6"
13'
13'
PROFILE GR
CLASS "B" ASPHALTIC CONCRETE IN 2 LIFTS
MATERIAL IN BASE
MATERIAL IN BASE
SIDEWALKS

Preliminary Engineering for the extension of 221st Avenue between Powell Blvd. and Towle Road, the reconstruction to an Urban Standard Road between Johnson Creek and Butler Road.	$284,000
Preliminary Engineering for the reconstruction and realignment of Cherry Park Road/257th Avenue between 242nd Avenue and Troutdale Road.	$181,000
	$873,000

BE IT RESOLVED, That the residual amounts remaining in the East Multnomah County Reserve account be retained, and

BE IT FURTHER RESOLVED, That Multnomah County should work cooperatively in undertaking the preliminary engineering with Tri-Met in order to maximize transit opportunities; and

BE IT FURTHER RESOLVED, That the Board of Directors finds that the projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and the fiscal year 1978 Annual Element of the Regional Transportation Improvement Program and hereby are given affirmative A-95 approval; and

BE IT FURTHER RESOLVED, That the Board of Directors hereby directs and authorizes the Executive Director to forward this resolution to the Governor through the Department of Transportation for his consideration and submission to the United States Department of Transportation and to take other action as necessary to carry out the purposes of this resolution; and

BE IT FURTHER RESOLVED, That local jurisdictions and Multnomah County will forward assurance of the availability of local match for all projects in a timely fashion; and

BE IT FURTHER RESOLVED, That Multnomah County is authorized to forward project applications and other documentation to the Oregon Department of Transportation as required to initiate project development in accordance with this resolution.

ADOPTED by the CRAG Board of Directors, this 23rd day of March, 1978.

By Denton U. Kent

Denton U. Kent, Executive Director

CRAG RESOLUTION

BD 780304

FOR THE PURPOSE OF ESTABLISHING PRIORITIES FOR THE EAST MULTNOMAH COUNTY RESERVE ACCOUNT, CATEGORY IV, INTERSTATE TRANSFER FUND.

WHEREAS, The CRAG Board of Directors in Resolution BD 761104 and BD 770505 established a Category IV Reserve Account for East Multnomah County projects, with $5 million of Interstate Transfer funds to be used to fund the federal share; and

WHEREAS, The CRAG Board of Directors in Resolution BD 770604 established procedures and a process to identify and evaluate projects proposed for Category IV funds; and

WHEREAS, The procedures and process (refer to the planning analysis contained in Exhibit A) the East Multnomah County Transportation Committee and by the East Multnomah County Technical Advisory Committee Task Force in developing projects for consideration for funding approval from the Category IV reserve and are documented in the attached report entitled, Planning Analysis for Category IV East County Reserve Funds; and

WHEREAS, The East Multnomah County Transportation Committee has requested that priorities be established and that federal funds be authorized for selected projects; and

NOW THEREFORE BE IT RESOLVED, That federal 103(e)(4) funds be authorized from the Category IV reserve, as follows:

Halsey Street/238th Intersection Improvement (PE/ROW/CONSTRUCTION)	$215,000
Signalization of Fairview Avenue at Halsey Street and at Sandy Blvd. (PE/CONSTRUCTION)	$ 78,000
Preliminary Engineering for Widening of 182nd Avenue Between Powell Blvd. and Division Street	$115,000

1982 Fish Cr.-Poterf Cr. Sec. 9552
of Florence-Eugene Highway.
(Bikeway)

9-5-

September 7, 1983

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 5
#9552

Gentlemen or Ladies:

On August 31, 1983, we wrote to you concerning release of final payment on Contract No. 9552 awarded to Wildish Corvallis Construction Company for work on the Fish Creek-Poterf Creek Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $1,200 and the total contract amount is $100,690.10. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Wildish Corvallis Construction Company
PO Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
James J. Gix

9552

July 20, 1983

Wildish Corvallis Const. Co.
P. O. Box 987
Corvallis, Oregon 97339

Time Extension Request
Fish Creek-Poterf Creek
Contract No. 9552

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 36 calendar workdays is granted due to the design change made in the mail box post brackets. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RDC:mk st

bc	H. S. Coulter	
	C. T. Keasey	
	Jim Gix	w/att.
	Doug Greene	w/att.
	Bob Church	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
June 15, 1983

CE
CAE
FOE
GCS
SCS
RECEIVED
JUN 20 1983
FILE:
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

FROM: D.W. Greene
Project Manager

SUBJECT: Fish Cr. - Porterf Cr.
Contract No. 9552
Time Extention

TO: Jim Gix
Region Engineer

Attn: J. X. Wilson

Enclosed is a request from the contractor for additional workdays on the subject project.

On March 4, 1983 (51 day's remaining) we requested that the contractor give us a price to change from the wooden mail box design for this project to the new metal design.

The material for the metal mail box design arrived on the project on April 22, 1983 (3 days remaining). At this time we informed the contractor that the brackets meet the design used in 1982 but did not meet the current design.

The contractor contacted his supplier for the newly designed brackets and was advised that they are not made any more. He informed us of this problem and we then told the design and specification sections of the problem. Their decision was that they wanted the brackets used in the current design and the brackets were available from another supplier.

We informed the contractor of this decision and the contractor made a diligent effort to locate the designed brackets, but none could be located.

We then contacted the design and specification sections and they said to change the design and specifications to an acceptable alternate.

This alternate bracket arrived on the project on June 3, 1983 and was accepted for installation. The contractor installed them the same date.

Our recommendation is that the additional 36 workdays be approved.

7-11-83
W. E. Schwartz -
I concur with Region and Project Mgr. and recomme
a time extension of 36 CWD on this State project.

6-17-83
CC: C.T. Keasey - All delays were the result of mail br
revision. Requested 36 workdays should be granted.
J.X.W.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fish Creek - Poterf Creek

WEEK ENDING: July 2, 1983

SECTION PREFIX: 820-1168

HIGHWAY: Florence-Eugene Hwy

COUNTY: Lane

NAME OF JOB: Fish Creek - Poterf Creek

KIND OF WORK: Bikeway

CONTRACTOR: Wildish Corvallis Construction

CONTRACT NUMBER: 9552

FEDERAL AID PROJECT NUMBER: N/A

DATE OF CONTRACT: September 29, 1982

DATE WORK STARTED: 3/21/83

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ Workdays 100

WORK DAYS USED

CALENDAR DAYS USED 136

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 136

PROJECT AUTHORIZATION: $ 126,294.86

EXCLUSIVE OF ENGINEERING: $ 116,280.29

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 103,690.00

ESTIMATED PERCENT: UNDERRUN . . . . 11 %

ENGINEERING AUTHORIZATION $ 10,014.57

ENGINEERING COST TO DATE $ 12,600.00

This Week 100.00

PERCENT OF AUTHORIZATION . . . . . . 125.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92%

DATE PROJECT WAS COMPLETED: 6/3/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~XXXXXXX~~ Equipment		
	100%						

	GRADING	SURFACING	Equipment		PAVING
MILES IN PROJECT	1.7	1.7			1.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1600 Tons	310 HRS		1800 Tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Project Complete on 6/3/83.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/26/83 SUNDAY	No Activity this week.
6/27/83 MONDAY	
6/28/83 TUESDAY	
6/29/83 WEDNESDAY	
6/30/83 THURSDAY	
7/1/83 FRIDAY	
7/2/83 SATURDAY	

REMARKS

Project Complete - 6/3/83.

2nd Notification given - 6/3/83.

Need material certs, wage certs, and letter on final inspection and documentation.

SIGNED Kenneth W. Coker for LOCATION Eugene
D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION LOC 19

FILE September 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 23, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 23, 1982 on the following projects:

1. S. Banfield Interchange
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Multi-lane freeway construction with 10-foot shoulders available for bicycle and pedestrian traffic. Adjacent street reconstruction with six- to nine-foot sidewalks as needed to match existing facilities.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Town Center Signals
   Cascade Highway N. and Sunnyside Road, Clackamas County
   Traffic Signals

   Pedestrian signals to be installed on this project.

3. Eastside Signal Replacement
   Various City Streets (Portland), Multnomah County
   Traffic Signals

   Pedestrian signals to be installed on this project.

4. Beaver Creek Road
   Cascade Highway S., Clackamas County
   Grading and Paving

   Two 12-foot lanes with six-foot shoulders. Left-turn lanes added at intersections.

   Same as No. 1.

5. Lincoln City Pavement Marking Project
   Various Highways and Streets, Lincoln County
   Pavement Marking

   Crosswalks and school crossings will be marked for pedestrian use and safety.

6. Banfield Transitway
   Portland, Multnomah County
   Building Demolition

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. NW 14th Avenue-NW 26th Avenue (Portland)
   NW Front Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane street construction with left-turn median and parking. Five-foot sidewalks on east side of project. Five-foot sidewalks on west side only when railroad is not adjacent to street.

8. Powell Valley Road-SE Division Street
   SE 182nd Avenue, Multnomah County
   Grading, Paving and Signals

   Multi-lane with left-turn median and five-foot bike lanes. Six-foot sidewalks with curb ramps will also be constructed.

9. Fish Creek-Poterf Creek
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Bike lane construction. Existing surface will be widened to provide five-foot bike lanes.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 19

TO: Alfred Shirley
Region III Engineer

DATE: August 18, 1982

FROM: Donald E. Shaffer Don
Bicycle Route Engineer

SUBJECT: Fiscal Year 1983 Bicycle Trail Program

The Transportation Commission has just approved the fiscal year 1983 Bicycle Trail Program, a copy of which is attached. Now that we have an approved program, we need to start implementation by submitting survey requests and prospecti to this office.

The first project on the list from your region is Canyonville-Stanton Park. We would like to have about one-half of the money spent in fiscal year 1983. This would require a contract in the spring of 1983.

The second project in your region is the Fish Creek-Poterf Creek project (which was submitted some time back). We have budgeted $30,000 this fiscal year and $100,000 in fiscal year 1984. If we have a contract this calendar year, we could spend most of the $130,000 this fiscal year and not worry about it.

Thank you for your help in getting this program off the ground.

H. S. COULTER

DES/FET:ge
Attachment

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. Ewen

RECEIVED
STATE HWY ENGR
AUG 18 '82
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

1982 Oregon Coast Hwy. at 9554
22nd St. (Reedsport) Sec.
(Traffic Signal Install.)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-626

rll

OSHD (Coulter)

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FED[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 11/21/83	REPORT MADE BY Wallace N. Bryant, Area Engineer		PROJECT NO HES-2-3(8)
COMPLETION DATE 4/15/83	ACCEPTANCE DATE BY CONTRACT AGENCY 5/18/83	TIME ELAPSED 75 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS NONE	LOCATION US 101 at 22nd St. in City of Reedsport		

~~*Form PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST HWY @ 22ND STREET (REEDSPORT)
OREGON COAST HIGHWAY
Signal Installation

This project provided for the upgrading of an existing two phase signal to a five phase signal in order to provide for turning movements. A contract in the amount of $42,921 was awarded Sims Electric, Inc., Roseburg, Oregon on 11/2/82. Work began on 1/11/83 and was completed in reasonably close conformance with the plans and specifications, including approved changes, on 4/15/83 at a final cost of $60,002.74 which includes $43,121.80 for bid item work, $818.80 for work completed under price agreements, $8,712.14 for State force work, and $7,350 for engineering.

Project records indicate that all materials incorporated into the work were tested and found to meet specification requirements. There were no major significant overruns or underruns in the original bid items. The sidewalk ramps (discussed in final inspection report) were completed in a satisfactory manner under SFO #6 approved on 10/14/83 in the amount of $2,373.

RECEIVED
[illegible] HWY ENGR
NOV 2[illegible] 85
REFER TO
Constr.
FOR
Info ☒

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer Wallace N. Bryant		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 11/23/83	TITLE Field Operations Engineer	DATE 11/23/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9551

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10-121		County DOUGLAS
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-2-3(8)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 28, 1982,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 65,414.00	$ 71,050.00
Federal funds	$ 58,872.00	$ 63,945.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 13, 1983

FEDERAL AID PROJECT NO. HES-2-3(8)

OREGON COAST HIGHWAY @ 22ND ST. (REEDSPORT)
OREGON COAST HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 9,800.00

TYPE CODE Y031
TRAFFIC SIGNALS (1)(M.P. 212.69)

Subtotal of previous estimate of November 8, 1982	$48,571.00

ADDITIONAL ITEMS

Change Hangers (PA #1)	All Required	$ 573.79
Reinstall Signs (PA #1)	All Required	165.50
Move Pedestrian Head (PA #1)	All Required	79.35
No Parking Signs & Brackets (S.F.O. #4)	All Required	1,500.00
Wheel Chair Ramps (S.F.O. #6)	All Required	2,373.00
		$ 4,691.64

Increase	$ 4,691.64
Subtotal	53,262.64
Engineering	7,987.36
TOTAL	$61,250.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 9,800.00	$ 8,820.00	$ 980.00
Traffic Signals	61,250.00	55,125.00	6,125.00
TOTAL	$71,050.00	$63,945.00	$7,105.00

Group 1: 100%
Contract No. 9554
Prefix: 10-1901
Prefix: 10-1015

RHZ:pf

9554

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-131	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
PROJECT REPORT NUMBER		Project Number HES-2-3(8)
MODIFICATION NUMBER 1	11-24 [illegible]	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 28, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,800.00	$ 65,414.00
Federal funds	$ 8,820.00	$ 58,872.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of November, 19 8[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 8, 1982

Federal-Aid Project
No. HES-2-3(8)

Oregon Coast Hwy. at 22nd St. (Reedsport)
Oregon Coast Highway
Douglas County

REVISED PROJECT AGREEMENT

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 9,800.00

Type Code Y031
Traffic Signal (1) (M.P. 212.69)

Temporary Protection and Direction of Traffic		All Required	$ 660.00
Temporary Signs	150 Sq. Ft.	3.00	450.00
Flagmen	40 Hour	10.00	400.00
Traffic Signal Installation, Complete		All Required	41,411.00
			$42,921.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Remove Pavement Striping	All Required	1,200.00
State Furnished Software	All Required	500.00
Signal Controller Testing	All Required	1,950.00
		$ 5,650.00
	Subtotal	$48,571.00
	Engineering	7,043.00
	Total	$55,614.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS 90%

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,800.00	$ 8,820.00	$ 980.00
Traffic Signal	55,614.00	50,052.00	5,562.00
TOTAL	$65,414.00	$58,872.00	$ 6,542.00

Group 1 100%
Contract No. 9554
Prefix: 10-1901
Prefix: 10-1015

STATE COPY

TO BE COMPLETED BY FHWA 6-91	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** [illegible]	STATE OREGON COUNTY DOUGLAS PROJECT NO. MES-2-3(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 @ 22nd St. (Reedsport)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-12-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$9,800.00	$8,820.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 5-28-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 22, 1981

Federal Aid Project
No. HES-2-3(8)

Oregon Coast Hwy. @ 22nd St. (Reedsport) Section
US 101 in Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$9,800.00
	TOTAL	$9,800.00

Length of Project --------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,800.00	$ 8,820.00	$ 980.00
Retain in Program			
Contract Work	80,000.00	72,000.00	8,000.00
TOTAL	$89,800.00	$80,820.00	$ 8,980.00

Group 1 100%
Prefix

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-3(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/7/83	8. FEDERAL ROUTE NUMBER Primary 2	9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway at 22nd Street (Reedsport)

11. GENERAL DESCRIPTION OF WORK
Construct four wheelchair ramps

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/7/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approve for a TEC of $2,373 Federal Funds $2,136.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 1920

14. DATE 10/14/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9554

8

May 28, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9554

Gentlemen:

On May 18, 1983, we wrote to you concerning release of final payment on Contract No. 9554 awarded to Sims Electric, Inc. for traffic signal installation on the Oregon Coast Hwy. at 22nd Street (Reedsport) in Douglas County.

Final payment on this contract is $[illegible]. The total contract amount is $41,[illegible] and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
James J. Gix

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-2-3(8)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Douglas

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10148

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/19/83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Oregon Coast Highway at 22nd Street (Reedsport)

11. GENERAL DESCRIPTION OF WORK

Remove broken pavement and replace with A.C.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/19/83 as requested in Mr. Keasey's letter of 5/3/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $900 Federal Funds $810.

RECEIVED
STATE HWY ENG.
MAY 16 '83
REFER TO
FOR

Info	Invest	R/D	D.H.	Sign	Act

14. DATE: 5/9/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Hwy. @ W. 22nd St. (Reedsport)

WEEK ENDING: May 7, 1983

SECTION PREFIX: 10-1015

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB:

KIND OF WORK: Traffic Signal

CONTRACTOR: Sims Electric Co., Roseburg

CONTRACT NUMBER: 9554

FEDERAL AID PROJECT NUMBER: HES-2-3(8)

DATE OF CONTRACT: November 2, 1082

DATE WORK STARTED: January 11,1983

ESTIMATED COMPLETION DATE: April 15, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 151

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 55,613.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 50,756.70

ENGINEERING AUTHORIZATION: $ 4,857.10

This Week 134.62

ENGINEERING COST TO DATE: $ 5506.72

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,340.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 113 %

DATE PROJECT WAS COMPLETED: April 15, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1		0		
MONDAY 2		0		
TUESDAY 3		0		
WEDNESDAY 4		0		
THURSDAY 5		0		
FRIDAY 6		0		
SATURDAY 7		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No Activity This Week
MONDAY 2	
TUESDAY 3	
WEDNESDAY 4	
THURSDAY 5	
FRIDAY 6	
SATURDAY 7	

REMARKS

Semifinal submitted to region May 3, 1983.

This will be the last weekly report.

SIGNED ____________ LOCATION Coquille

F.D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9554 9.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Oregon Coast Highway at 22nd St. (Reedsport)
Highway: Oregon Coast
County: Douglas

Contract No. 9554
Prefix: 10-1015
F.A. No.: HES-2-3(8)

SUMMARY

Item No.	Item	Unit	Original	Semifinal	+%
	Bid Items	$	42,921.00	43,121.80	0
	Anticipated Items	$	5,650.00	5,650.00(est.)	0
	Contingencies	$	2,185.70	3,568.80(est.)	+63
	Engineering	$	4,857.10	6,500.00(est.)	+34
	Total	$	55,613.80	58,840.60	+6

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	+%
B.I. 3	Flagmen	Hour	40	71	+78

2 flagmen were used while cutting detector loops to keep traffic moving safely.

Item No.	Item	Unit	Original	Semifinal	+%
P.A. 1	Signal Modifications	L.S.	100%	100%	0

During construction we changed the illuminated sign hangers, had the contractor reinstall some existing signs on new poles and had to move the ped head on pole #4 to avoid visual conflict with a utility pole.

Item No.	Item	Unit	Original	Semifinal	+%
S.F.O. #4	Install "No Parking" signs and Guide signs & Brackets	$	1850.00	1850.00(est.)	0

When the left turn refuge lanes were laid out, there was no room for the on-street parking, so we had State Forces install "No Parking" signs and Region office added replacing guide signs for the DMV office nearby.

Item No.	Item	Unit	Original	Semifinal	+%
S.F.O. #5	Remove Broken A.C. And Replace	$	900.00	900.00(est)	0

One loop feeder line was installed through a badly alligatored section of 22nd St. so to prevent deterioration of the loop wiring we are stablizing the road surface.

Item No.	Item	Unit	Original	Semifinal	+%
	Engineering	$	4,857.10	6,500.00(est.)	+34

Since this project is in Reedsport and we are located in Coquille, there was two hours travel time every time someone went to the job.

Policy 2

Reedsport

CITY OF REEDSPORT
451 WINCHESTER AVE. REEDSPORT, OREGON 97467

March 18, 1983

Mr. James A. Bilderback
Assistant Region 3 Geologist
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Bilderback:

Your request for approximately 6.000 cubic yards of rock from the City of Reedsport quarry has been reviewed and is approved. We understand that the Contract will be a labor and equipment only type with regard to use of the quarry rock.

We do not need a like amount of shot rock but would appreciate about 3.000 cubic yards of 50-200 lb. rock left for our use.

Please give us a weeks notice before operations begin.

Sincerely,

Jeff L. McIlvenna
Director of Public Works

PLT
Copy
Copy
Copy

JLM/lw

[illegible]
Marty [illegible] } for the Winchester Bay slide
Frank [illegible] } correction project.
J.A.W.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-2-3(8)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/18/83	Primary 2	Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway at 22nd Street (Reedsport)

11. GENERAL DESCRIPTION OF WORK
Fabricate and install sign brackets and furnish and install "No Parking" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~UNIT PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorizaiton date of 1/18/83 as requested in Mr. Keasey's letter of 1/26/83 as being in the public interest for use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,850 Federal funds $1,665.

Dmg to
2/4

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/31/83	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT LOC 3

FILE October 19, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
   Tiller-Trail Highway, Douglas County
   Grading and paving

   Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
   Bear Drive, Jefferson County
   Structure

   Thirty-two foot roadway. Approaches to be paved in future.

   Same as No. 4.

7. Mill Street-5th Street (Springfield)
   Centennial Boulevard, Lane County
   Grading, Paving and Signals

   Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
   Gun Club Road, Polk County
   Structure

   Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
   Hermiston Highway, Umatilla County
   Grading and Paving

   Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

   Same as No. 8.

10. McKay Creek (Platt) Bridge
    McKay Creek Road, Umatilla County
    Structure

    Remove and replace superstructure.

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
    Columbia River Highway, Wasco County
    Sand Stabilization

    Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
    Various Highways, Various Counties between I-5 and Coast

    Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
    McKenzie Highway, Lane County
    Traffic Signals

    Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-2-3(8)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Divison

4. PROGRAM NO.:

5. ITEM NO.: 10148

2A. COUNTY NAME: Douglas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE: 9/27/82

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway at 22nd Street (Reedsport)

11. GENERAL DESCRIPTION OF WORK
Traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

State Furnished Software	$ 500
Signal Controller Testing	1,950
Permanent Pavement Striping S.F.	2,000
Remove Pavement Striping S.F.	1,200

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $58,570 Federal Funds $52,713.

A signed copy of the Title Sheet is returned herewith.

14. DATE: 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL: E J Walack

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: D. H. Moehring
Program Management Engineer

DATE: September 23, 1982

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Utility Status Report
October 28, 1982 Letting

The status of negotiations with the utilities on the listed Federal aid project is as follows:

OREGON COAST HWY. AT 22ND ST. (REEDSPORT) PROJECT
Project No. HES-2-3-(8) 5-phase signal & left turn refuge

Douglas Electric Cooperative - DEC has a power line crossing the highway at the intersection. No conflict is anticipated.

Central Lincoln PUD - CLPUD has a pole line crossing the intersection. The aerial power line may have to be raised to accommodate the proposed construction. CLPUD's facilities are on public road right of way, therefore, the cost of relocation is non-reimbursable. CLPUD was advised verbally of the possible conflict with their facilities and they have agreed to relocate as required to accommodate construction. Conflict, if any, will be determined after the project has been staked for construction. Relocation, if required, will be accomplished during construction. No delay to the project is anticipated.

General Telephone Co. of the NW - GTE has several overhead telephone lines crossing the intersection. Conflict with these facilities is anticipated. GTE's facilities are located on public road right of way, therefore, the cost of relocation is non-reimbursable. GTE was advised verbally of the possible conflict with their facilities. Conflict will be determined after the project is staked for construction. Relocation will be accomplished during construction, if required. No delay to the project is anticipated.

City of Reedsport - The City has sanitary sewer lines and water lines running through the intersection. Conflict is not anticipated.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations on this project.

JMC/llr
cc: J. H. Versteeg
Jack Sullivan
D. E. Swan (2)
Warren Richards
John Christopherson

Contains Recycled Materials

5-12-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-3(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/81
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway at 22nd Street (Reedsport)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $9,800 F.F. $8,820
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/21/81.

RECEIVED
STATE HWY ENGR
MAY 19 '81
REFER TO

14. DATE 5/12/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

7554

Trout No. 9

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Oregon Coast Hwy. @22nd St. (Reedsport)

HIGHWAY NAME: Oregon Coast

HIGHWAY NUMBER: 9

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY Reedsport

LENGTH: 0.1

MILEPOST NUMBER: 212.69 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Reedsport

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER Title II

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project is proposed to revise existing 2 phase signals to 5 phase signals and to restripe the Oregon Coast Highway to provide left turn pockets.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 15 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 13,600 @ MP 212.52 8,600 @ MP 212.74 1979

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
D. E. Terpin
Location Engineer
Date 5/5/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 11	2 @ 11 and 2 @ 14
SHOULDERS		
MEDIANS	4'	14' lt. turn refuge
PARKING LANES	2 @ 8'	---
SIDEWALKS	2 @ 5'	2 @ 5'
BIKEWAYS		included in outside lanes
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(8)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

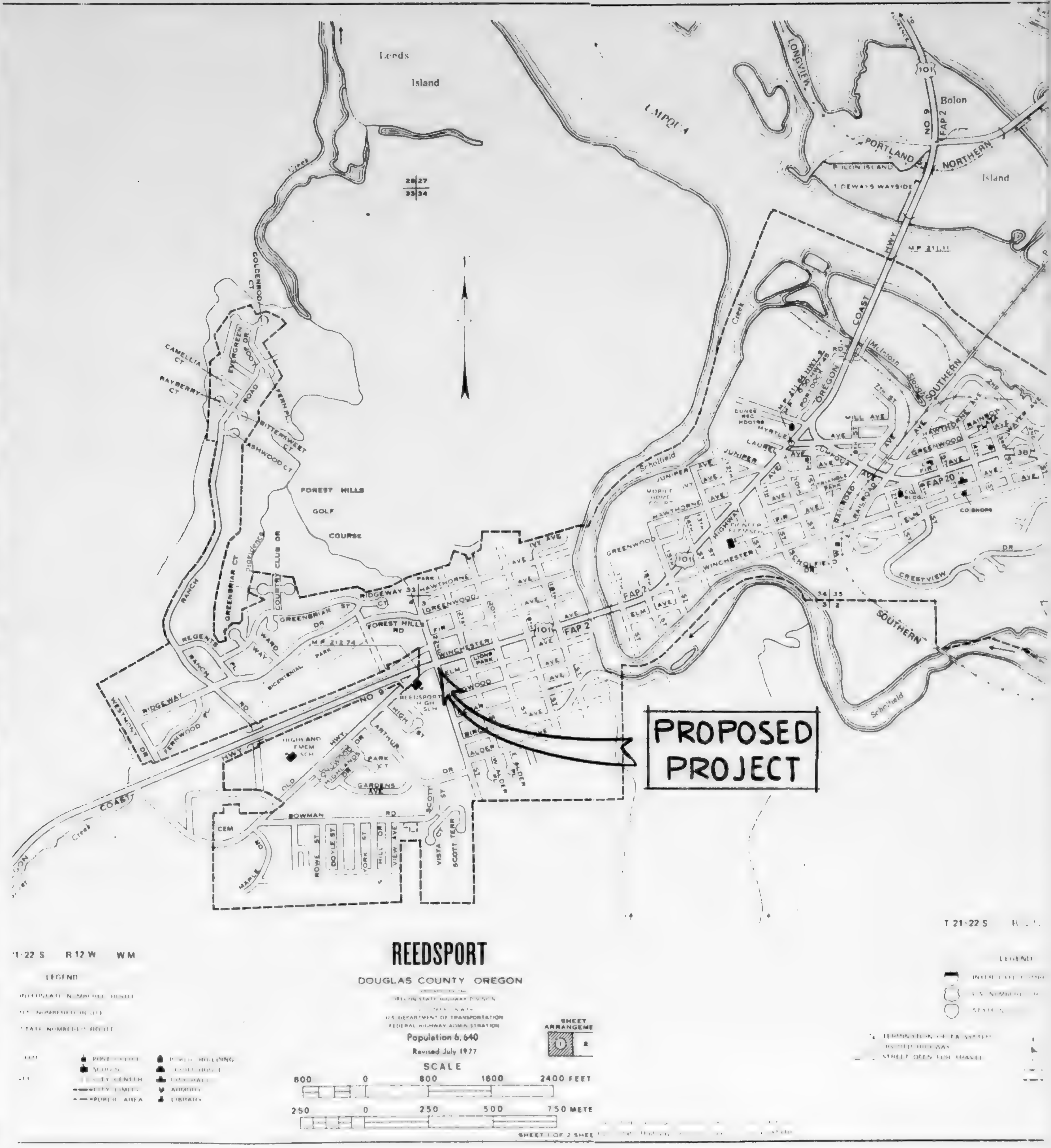
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000	9,800
RIGHT OF WAY		
TRAFFIC CONTROL		4.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY Striping etc		8.850
OTHER Signal		70.000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		92,650

SUBMITTED BY


PROPOSED PROJECT
REEDSPORT
DOUGLAS COUNTY OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 6,640
Revised July 1977
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METE
SHEET ARRANGEME
1
2
SHEET 1 OF 2 SHEE
T 21-22 S R 12 W W.M
T 21-22 S
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
STREET OPEN FOR TRAVEL
Leeds Island
UMPQUA
Bolon Island
BOLON ISLAND
T. DEWAYS WAYSIDE
PORTLAND NORTHERN
SOUTHERN
OREGON COAST HWY
NO 9
FAP 2
FAP 20
101
LONGVIEW
M.P. 211.11
M.P. 212.74
McIntosh Slough
Schofield Creek
Scholfield
FOREST HILLS GOLF COURSE
GOLDENROD CT
CAMELLIA CT
BAYBERRY CT
EVERGREEN DR
FERN PL
BITTERSWEET CT
ASHWOOD CT
COUNTRY CLUB DR
GREENBRIAR CT
GREENBRIAR ST
RANCH RD
REGENTS
WARD WAY
RIDGEWAY
WESTMONT DR
FERNWOOD PL
BICENTENNIAL PARK
FOREST HILLS RD
HAWTHORNE
GREENWOOD
IVY AVE
WINCHESTER
LIONS PARK
FIR
ELM
REEDSPORT HIGH SCH
HIGHLAND ELEM SCH
HIGH ST
ARTHUR
HIGHLAND DR
PARK CT
GARDENS AVE
OLD HWY
BOWMAN RD
CEM
MAPLE
ROWE ST
DOYLE ST
YORK ST
HILL DR
VIEW AVE
VISTA ST
SCOTT TERR
SCOTT DR
BIRCH
ALDER
E ALDER
W ALDER
JUNIPER
MYRTLE
LAUREL
MILL AVE
UMPQUA
RAILROAD
MOBILE HOME COURT
DUNES REC HDQTRS
SCHOLFIELD DR
CRESTVIEW DR
CO SHOPS
22nd ST
RAINBOW
28/27
33/34
34 35
3 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 21, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10148
Project No. HES-2-3(8)
Oregon Coast Hwy. @ 22nd St. (Reedsport) Section
Douglas County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Narrative Report, Collision Diagrams and sketch maps.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under Statewide Categorical exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with Preliminary Engineering, including utility preparatory work at an estimated total cost of $9,800 and an obligation of $8,820 in Federal funds.

Form 734-3122

By computation, the section of highway containing this intersection would rank 24th on the Urban Priority List previously submitted to FHWA.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

7-1

PRO-6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: March 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to upgrade the existing traffic signal to a multi-phase installation and to add painted left-turn refuges on the Oregon Coast Highway at 22nd Street in the City of Reedsport.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Oregon Coast Highway @ 22nd Street (Reedsport) Douglas County	$80,000	$72,000	$8,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

RHB:er
Attachment

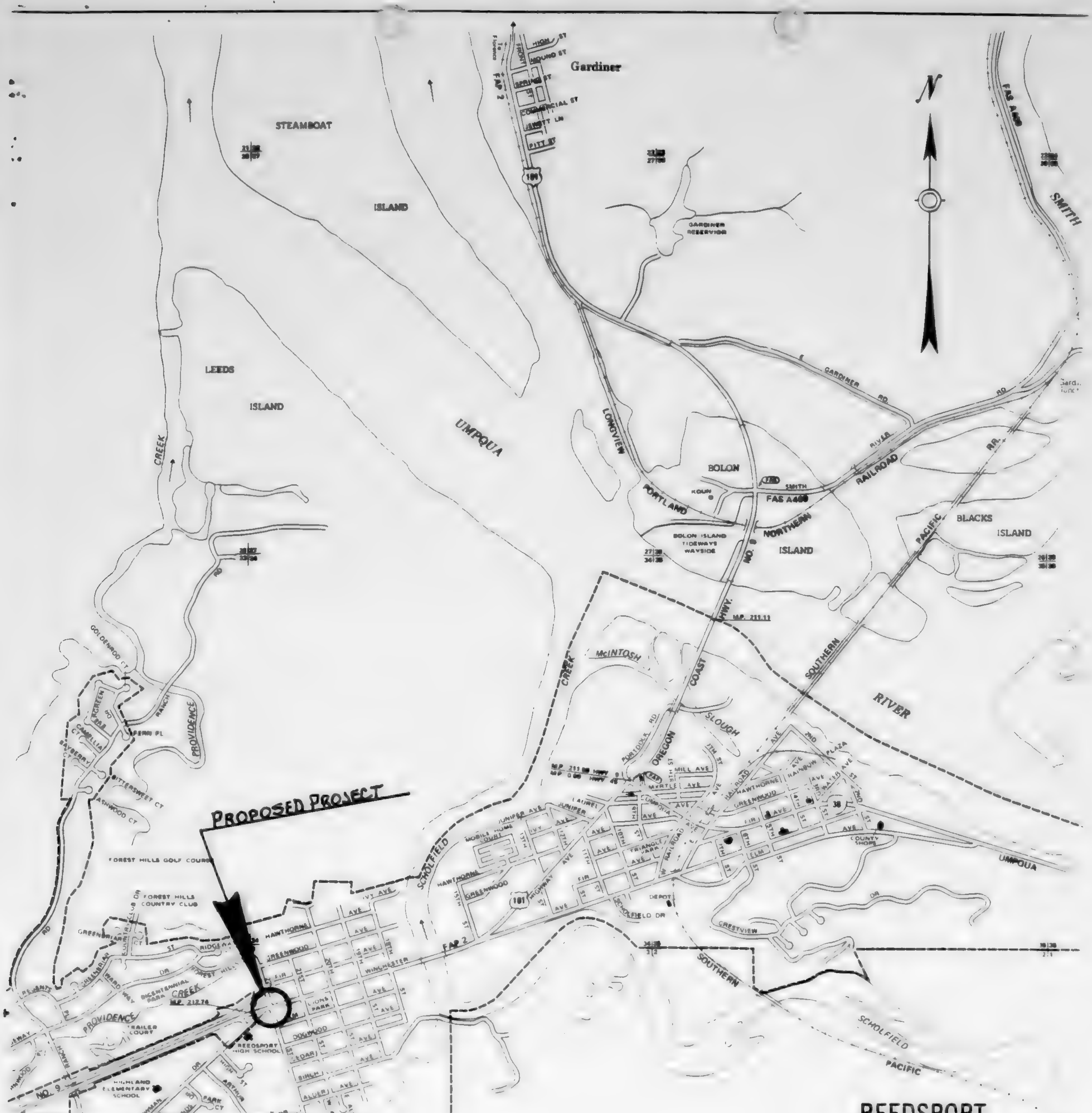
APPROVED:

H S Coulter
State Highway Engineer

DATE: 3/10/81

3-10-80
Orig. to [illegible]
cy George
Files

Contains
Recycled
Materials


PROPOSED PROJECT
N
Gardiner
HIGH ST
MOUND ST
SPRING ST
COMMERCIAL ST
PITT ST
FAP 2
101
STEAMBOAT
ISLAND
GARDINER RESERVOIR
LEEDS
ISLAND
UMPQUA
CREEK
PROVIDENCE
LONGVIEW
BOLON
SMITH
FAS A400
PORTLAND
NORTHERN
BOLON ISLAND TIDEWAYS WAYSIDE
ISLAND
NO. 9
HWY.
COAST
OREGON
McINTOSH
SLOUGH
SOUTHERN
PACIFIC
RAILROAD
RIVER
BLACKS
ISLAND
GARDINER RD
SMITH
FAS A400
SCHOLFIELD
CREEK
MILL AVE
HAWTHORNE
GREENWOOD
JUNIPER AVE
DEPOT
SCHOLFIELD DR
CRESTVIEW
COUNTY SHOPS
UMPQUA
FOREST HILLS GOLF COURSE
FOREST HILLS COUNTRY CLUB
GOLDENROD CT
CAMELLIA
BITTERSWEET CT
ASHWOOD CT
FERN PL
RIDGEWAY
WINCHESTER
BICENTENNIAL PARK
LIONS PARK
M.P. 212.74
TRAILER COURT
REEDSPORT HIGH SCHOOL
HIGHLAND ELEMENTARY SCHOOL
DOGWOOD
CEDAR
BIRCH
ALDER
ARTHUR
PARK CT
BOWMAN
STATE FORESTRY HDQTRS
MASONIC CEMETERY
SCOTT
TERRACE
VISTA CT
VIEW AVE
NO. 9

REEDSPORT

AND VICINITY

DOUGLAS COUNTY, OREGON

PREPARED BY THE

OREGON DEPARTMENT OF TRANSPORTA

IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTA
FEDERAL HIGHWAY ADMINISTRATI

Population 4,8[illegible]

Revised June 1978

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METI

T 21-22 S R 11-12 W W.M.

LEGEND

INTERSTATE NUMBERED ROUTE	POST OFFICE
U.S. NUMBERED ROUTE	SCHOOL
STATE NUMBERED ROUTE	○ CITY CENTER
TERMINATION OF FA SYSTEM	CITY LIMITS
DIVIDED HIGHWAY	PUBLIC AREA
STREET OPEN FOR TRAVEL	PUBLIC BUILDING
	COURT HOUSE
	CITY HALL
	ARMORY
	LIBRARY

1982 Crater Lake Hwy. at 9555
Antelope Rd. Sec. in White
City. (Traffic Sig, Install)

C+A 3309 12-2-81

Smead
No. 2-152-9
HASTINGS, MN
GELES-CHICAGO-LOG
REGOR, TX-LOCUST GROV
U.S.A.

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 5-20-85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-13(10)
COMPLETION DATE (Actual) 6-13-83	ACCEPTANCE DATE BY CONRTACT AGENCY 1-6-84	TIME ELAPSED 97 %	CONTRACT TIME 90 CD

LOCATION
SR 62, County Road, 2.7 miles north of Medford N. C. L.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CRATER LAKE HWY @ ANTELOPE ROAD
CRATER LAKE HIGHWAY
TRAFFIC SIGNAL

Work completed under this project consisted of replacing an existing obsolete traffic signal system with an 8-phase fully actuated installation. A contract in the amount of $61,163.50 was awarded Sims Electric of Medford on November 2, 1982. Contract work began on March 15, 1983 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on June 13, 1982 at a final cost of $78,377.46, which includes $60,731.50 for original bid item work, $1,497.00 for work completed under approved price agreements, $2,417.50 for force account work, $3,931.46 for state force work and $9,800.00 for construction engineering.

All major significant overruns and underruns have been explained by the state. A copy of the explanation is attached to the Division Office copy of this report. Project records indicate that all materials incorporated into the work were tested or inspected and found to be in reasonably close conformance with specification requirements.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 28 '85
REFER TO Fred Jackson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE MAY 23 1985	TITLE Field Operations Engineer	DATE MAY 24 1985

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1984

CON 5

In Reply Refer to
File No.:

Sims Electric, Inc.
P. O. Box 1430
Medford, OR 97501

Attn: W. D. Mattson

Gentlemen:

Re: Crater Lake & Antelope Rd.
Contract #9555

Your letter of January 26, 1984 has been referred to this office for reply. I have checked with our Accounting Section and find that you should have received final payment before you receive this letter.

The Highway Division administers a large number of contracts, and over the years we have developed a process aimed at ensuring prompt payment of amounts earned by the contractor. The process includes a request from the contractor for final inspection, performance of the final inspection, preparation and checking of the final estimate, certification of all materials used on the project, acceptance by the Construction Section and by federal authorities, and processing of the voucher and issuance of a check for final payment by the Accounting Section.

The process is aimed at making final payment within thirty days of final acceptance of the project. Unfortunately, as in any process, there are things that can go wrong and delays can creep into the system. This apparently has happened on the White City signal job. I apologize for the delay and inconvenience incurred to your company on this project.

We are always interested in improving our record and will continue to work toward eliminating all avoidable delays in the system.

Sincerely,

C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

By

H. H. Patterson, P.E., P.L.S.
Construction Office Manager

HHP:mk

bc: W. E. Schwartz ✓
R. W. Gormsen ✓

Form 734-3122

February 1, 1984

Sims Electric, Inc.
PO Box 1430
Medford, OR 97501

CON 5
#9555

Attention: W. D. Mattson

Gentlemen:

This will acknowledge your letter of January 26, 1984, requesting information concerning the delay in final inspection, acceptance and payment on Contract No. 9555 for traffic signals on the Crater Lake Highway at Antelope Road in White City.

We are referring your letter to our Construction Office as they receive the information from the Field and then notify the Assistant Highway Engineer that the contract has been completed according to specifications and the project is ready for acceptance by the State.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Construction Section

FKN:kjm

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 - 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES P. SHOEMAKER, VICE PRESIDENT

January 26, 1984

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen Commission Services

Dear Sir:

We are in receipt of a copy of a letter dated January 20, 1984 to our bonding company (copy enclosed).

We are requesting information to determine the long delays we have encountered.

1. Project was turned on and put in operation on June 2, 1983. (See copy of our letter dated June 13, 1983)
2. On June 14, 1983 Mr. Bill Maude Project Manager wrote to Mr. J. X. Wilson Regional Contracting Engineer (copy of letter enclosed) advising that the work was completed and ready for final inspection and acceptance.
3. Our question is why did it take this much time to get final inspection, acceptance and payment.
4. As you are aware all of these projects are bid on a very competitive basis and a 6 month delay does effect our cash flow.
5. There must be a better way to provide for prompt payments for contract work completed.

Thank you for reviewing our complaint.

W. D. Mattson

cc: Mr. Bill Maude
cc: United Pacific Insurance

WDM/js

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 20, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9555

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Gentlemen or Ladies:

Contract No. 9555 awarded to Sims Electric of Medford, Inc. for traffic signals on the Crater Lake Highway at Antelope Road (in White City) in Jackson County was completed on September 2, 1983, and accepted by the State Highway Division on January 16, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 25, 1984.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: ✓Sims Electric of Medford, Inc.
PO Box 1430
Medford, OR 97501

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICES IN ROSEBURG and MEDFORD
PHONE
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5621

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC OF MEDFORD, INC.
P.O. BOX 1430 · 29 W. MAIN ST.
MEDFORD, OREGON 97501

RAY O. SIMS, CHAIRMAN OF BOARD
W.D. MATTSON, PRESIDENT
JAMES B. SHOEMAKER, VICE PRESIDENT

June 13,1983

Oregon Department of Transprotation
2690 North Pacific Highway
Medford Oregon 97501

Attention: Mr. Bill Maude
Project Manager

Re: Crater Lake and Antelope Road
Contract #9555

Dear Bill:

We are requesting final acceptance of the above listed project.

The turn on for this project was held on June 2nd.

There was extra work that was performed on this contract and it has been completed.

Since the project has been turned on and put in operation we request that the contract time charges close and the project be inspected and accepted.

It was indeed a pleasure working with you and your staff and with the Inspector on the project, Joan Symons. There were few problems and what problems there were got solved with a minimum of delay and a maximum of cooperative spirit from all parties.

We shall look forward to the next project with Oregon Department of Transportation.

Thank you.

Sincerely,
Sims Electric of Medford Inc.

W.D. Mattson

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WDM/ks

January 23, 1984

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9555

Gentlemen or Ladies:

On January 20, 1984, we wrote to you concerning release of final payment on Contract No. 9555 awarded to Sims Electric of Medford, Inc. for traffic signals on Crater Lake Highway at Antelope Road (in White City) in Jackson County.

Final payment on this contract is $1,000. The total contract amount is $64,646 including $2,417.50 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Sims Electric of Medford, Inc.
PO Box 1430
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
James J. Gix

9533

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-172		County Jackson
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-13(10)
MODIFICATION NUMBER 2	11-21-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 22, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 84,572.00	$ 88,600.00
Federal funds	$ 76,114.00	$ 79,740.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-13(10)

Crater Lake Hwy. @ Antelope Section
Crater Lake Hwy. in Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	8,100.00

Type Code Y031
Traffic Signal

Subtotal of previous estimate of November 8, 1982		$	66,788.50

Additional Items

2 Special Inlets (P.A. #2)	All Required	$	1,040.00
Street Work Revisions (P.A. #3)	All Required		572.00
Remove & Reinstall Signs (E.W.O. #1)	All Required		2,417.50
		$	4,029.50
	Increase	$	4,029.50
	Subtotal	$	70,818.00
	Engineering		9,682.00
	Total	$	80,500.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,100.00	$ 7,290.00	$ 810.00
Traffic Signal	80,500.00	72,450.00	8,050.00
Total	$ 88,600.00	$ 79,740.00	$ 8,860.00

Group 1 93%; Group 8 7%
Contract No. 9555
Prefix: 15-1992
Prefix: 15-1034

9555

STATE COPY B

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-132	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	11-24-82	Project Number HES-13(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 22, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,100.00	$ 84,572.00
Federal funds	$ 7,290.00	$ 76,114.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 8, 1982

Federal-Aid Project
No. HES-13(10)

Crater Lake Hwy. at Antelope Rd. Section
Crater Lake Highway in Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 8,100.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 600.00
Temporary Signs	179 Sq. Ft.	2.50	447.50
Temporary Barricades	4 Each	60.00	240.00
Flagmen	40 Hour	5.00	200.00
Miscellaneous Street Work		All Required	5,495.00
Traffic Signal Installation, Complete		All Required	54,181.00
			$ 61,163.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,200.00
State Furnished Software	All Required	500.00
Signal Controller Testing and Turn-on	All Required	1,925.00
		$ 5,625.00
	SUBTOTAL	$ 66,788.50
	Engineering	9,683.50
	TOTAL	$ 76,472.00

Length of Project ---------- 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,100.00	$ 7,290.00	$ 810.00
Traffic Signal	76,472.00	68,824.00	7,648.00
TOTAL	$84,572.00	$76,114.00	$8,458.00

Group 1 93%; Group 8 7%
Contract No. 9555
Prefix: 015-1992 (P.E.)
Prefix: 015-1034

STATE COPY

TO BE COMPLETED BY FHWA 8-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 7-22-81	STATE Oregon COUNTY Jackson PROJECT NO. HES-13(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 62, Co. Rd., 2.7 mi. N. of Medford N.C.L.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-29-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 8,100.00	FEDERAL FUNDS $ 7,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

By For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval ot the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon July 20, 1981

Federal Aid Project
No. HES-13(10)

Crater Lake Hwy. @ Antelope Rd. Section
Crater Lake Hwy. in Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$8,100.00
	TOTAL	$8,100.00

Length of Project ------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,100.00	$ 7,290.00	$ 810.00
Retain in Program Status Contract Work	75,000.00	67,500.00	7,500.00
TOTAL	$83,100.00	$74,790.00	$8,310.00

Group 1 100%
Prefix 15-1992

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Highway @ Antelope Road	WEEK ENDING: July 23,1983	SECTION PREFIX: 15-1034
HIGHWAY: Crater Lake	COUNTY: Jackson	
NAME OF JOB: Crater Lake Hwy@Antelope Rd	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric of Medford,Inc	CONTRACT NUMBER: 9555	FEDERAL AID PROJECT NUMBER: HES-13(10)
DATE OF CONTRACT: November 2,1982	DATE WORK STARTED: March 15,1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 87
PROJECT AUTHORIZATION: $76,472.83	SPECIFIED COMPLETION DATE: June 15,1983	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $69,793.98	ENGINEERING AUTHORIZATION: $6,678.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $69,771.98	ENGINEERING COST TO DATE: $6,931.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: June 13,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JUL 2[illegible] 1983
CONSTRUCTION SECTION
OH
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on June 13,1983 and a semi final estimate is b eing prepared in this office.

SIGNED Dobbs for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

r11

U. S. DEPARTMENT OF TRANSPOR[illegible]ON
FEDERAL HIGHWAY ADMINIS[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-13(10)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10167

2A. COUNTY NAME Jackson

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/18/83

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:

Crater Lake Highway at Antelope Road

11. GENERAL DESCRIPTION OF WORK

Manufacture and supply four sign brackets to contractor

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/18/83 as requested in Mr. Keasey's letter of 5/3/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,000 Federal Funds $900.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR
Info | Inv | R/D | D R | Sign | Act | File

14. DATE 5/9/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT LOC 3

FILE October 19, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
   Tiller-Trail Highway, Douglas County
   Grading and paving

   Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
   Bear Drive, Jefferson County
   Structure

   Thirty-two foot roadway. Approaches to be paved in future.

   Same as No. 4.

7. Mill Street-5th Street (Springfield)
   Centennial Boulevard, Lane County
   Grading, Paving and Signals

   Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
   Gun Club Road, Polk County
   Structure

   Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
   Hermiston Highway, Umatilla County
   Grading and Paving

   Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

   Same as No. 8.

10. McKay Creek (Platt) Bridge
McKay Creek Road, Umatilla County
Structure

Remove and replace superstructure.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
Columbia River Highway, Wasco County
Sand Stabilization

Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
Various Highways, Various Counties between I-5 and Coast

Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
McKenzie Highway, Lane County
Traffic Signals

Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-13(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:
Crater Lake Highway at Antelope Road Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$3,200
State Furnished Software	500
Signal Controller Testing	1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as as shown in your Estimate.

Mr. Swan's 9/27/82 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $76,972 Federal Funds $69,274.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER. TO
[illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL Valach

16 TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: D. H. Moehring
Program Manager

DATE: September 23, 1982

Jack m Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Utility Status Report
October 28, 1982 Letting

The status of negotiations with the utilities on the listed Federal aid project is as follows:

CRATER LAKE HWY. AT ANTELOPE RD. (WHITE CITY) SECION
Project No. HES-13(10) 5-phase signal

The following utilities have facilities within the limits of the proposed project.

United Telephone Co. of the NW
Pacific Power and Light Co.
Southern Oregon Cable TV
City of Medford (Water)
Bear Creek Valley Sanitary Authority

There are no obvious conflicts between the proposed construction and the existing utilities. When pole locations are staked in the field a final check will be made for utility conflicts. If conflicts are encountered, they will be adjusted during construction. No delay to the project is anticipated.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations on this project.

JMC/llr
cc: J. H. Versteeg
Jack Sullivan
D. E. Swan (2)
Warren Richards
John Christopherson

Contains Recycled Materials

December 2, 1981

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

AGR 4

Attention: Waldene Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 3309

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement for the installation of traffic signals on the Crater Lake Highway at Antelope Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. attached)

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer

DATE: October 2, 1981

FROM: L. E. George
Traffic Engineer

3309

SUBJECT: Hazard Elimination Project
ORE62 at Antelope Road
Crater Lake Highway No. 22
Jackson County

A review of the files indicates that subject project is a complete revision of an existing signal and is covered by an agreement dated March 14, 1967.

As the revision work is quite extensive, the maintenance and power responsibilities set forth in the draft are correct.

Please revise the draft to reflect the above information and proceed with negotiations.

L E George
L. E. George
Traffic Engineer

BET:ds
Attachment

1555

7-[illegible]-81

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Crater Lake Highway @ Antelope Road

HIGHWAY NAME: Crater Lake

HIGHWAY NUMBER: 22

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	8	Jackson	NA

LENGTH	MILEPOST NUMBER		
NA	6.33 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER Title II HES

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project would be to upgrade the present signalized intersection from a two phase signal to a five phase signal. This would allow a signal for left turn movement from the Crater Lake Highway to turn onto Antelope Road.

A new controller and new strain poles would be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980- 15,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
50	AASHTO	☒ LIGHT	☐ MEDIUM	☐ HEAVY

APPROVED
Frank E. Roper
Location Engineer
Date 7/8/81

3 · · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 12 ft.	No Change
SHOULDERS	2 - 10 ft.	" "
MEDIANS	1 - 12 ft.	" "
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAY
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

- FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYB
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☐	☒
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ________________________

- WORK ITEMS

	TO BE PERFORMED BY			
	APPLICANT	STATE		CONSULTANT
PRELIMINARY ENGINEERING	☐	☒		☐
RIGHT-OF-WAY	☐	☐	NA	☐
CONSTRUCTION ENGINEERING	☐	☒		☐

- DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1 mo)	1 mo.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________________ (Region) ________________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
NA		

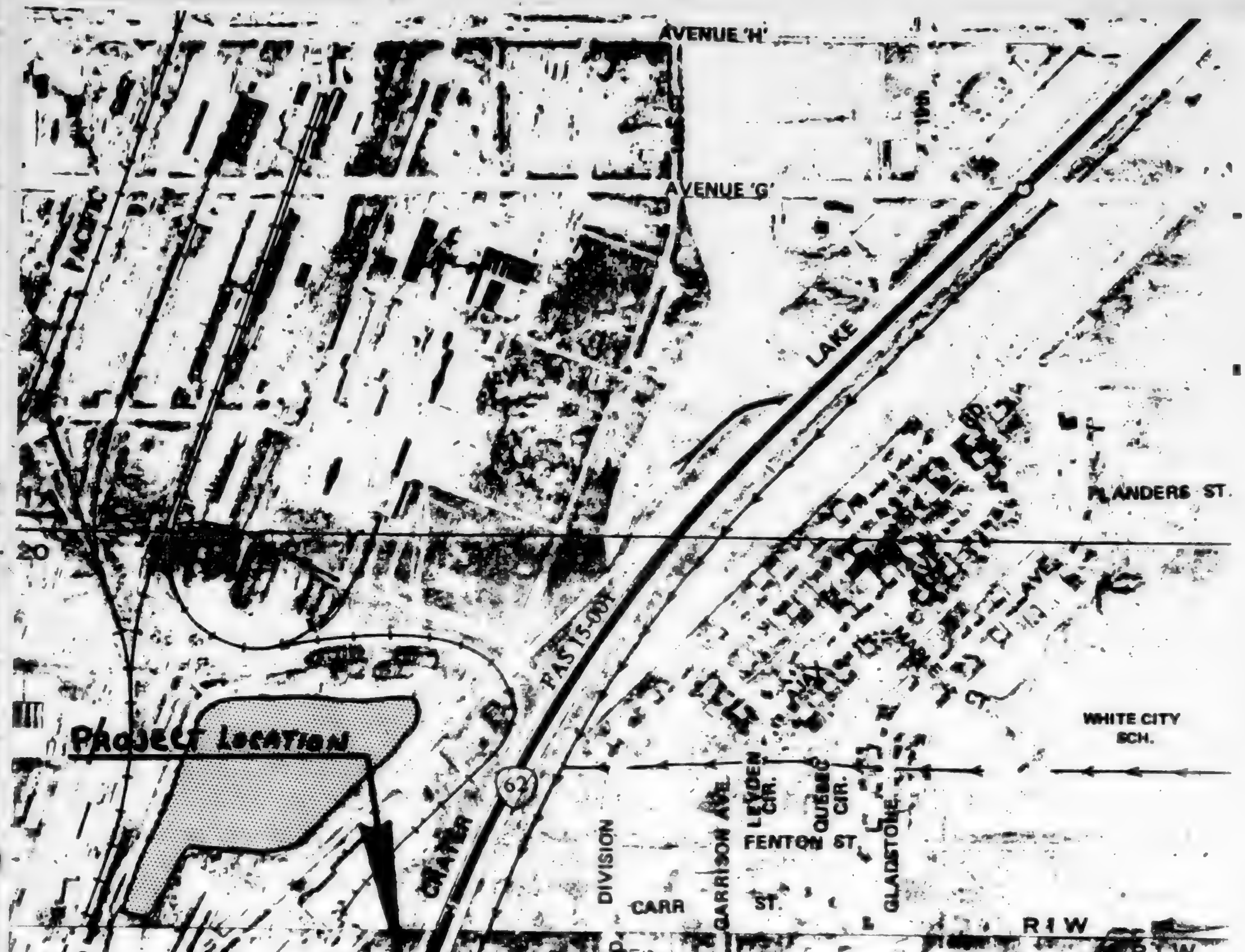
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,000	8,100
RIGHT OF WAY		
TRAFFIC CONTROL		5,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signals	$75,000.00	75,000
ENGINEERING & CONTINGENCIES	11,000.00	11,000
PROJECT TOTAL	91,000.00	99,100

SUBMITTED BY Wm.Maude,Resident Engineer


AVENUE 'H'
AVENUE 'G'
PACIFIC
LAKE
FLANDERS ST.
20
PROJECT LOCATION
FAS 15-001
CRATER
62
WHITE CITY SCH.
DIVISION RD.
CARR
GARRISON AVE.
LEYDEN CIR.
QUEMO CIR.
FENTON ST.
ST.
GLADSTONE
R/W
R/W
VILLAGE
ANTELOPE RD.
DIVISION
GLADSTONE AVE.
AVENUE 'A'
FAS 15-001
HWY
N
LAKE
140
FAS 15-052
UNDER CONSTRUCTION
MERRY

JACKSON COUNTY

OREGON

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-13(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10167

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/29/81

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:
Crater Lake Highway at Antelope Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $8,100 - FF $7,290
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of June 19, 1981.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	S/W	Act	File

14. DATE 6/29/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6

June 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10167
Project No. HES-13 (10)
Crater Lake Hwy. @ Antelope Road Section
Jackson County

Attached data consists of PR-1 forms with project maps, narrative report, collision diagrams, Authority For Survey and sketch map.

I request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1980.

2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $ 8,100 with an obligation of $ 7,290 in federal funds.

DRH/lms
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 14, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to upgrade the existing traffic signal on the Crater Lake Highway at Antelope Road to a multi-phased traffic signal installation.

Construction will be by contract with the State performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Crater Lake Hwy. @ Antelope Road (White City) Jackson County	$75,000	$67,500	$7,500

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

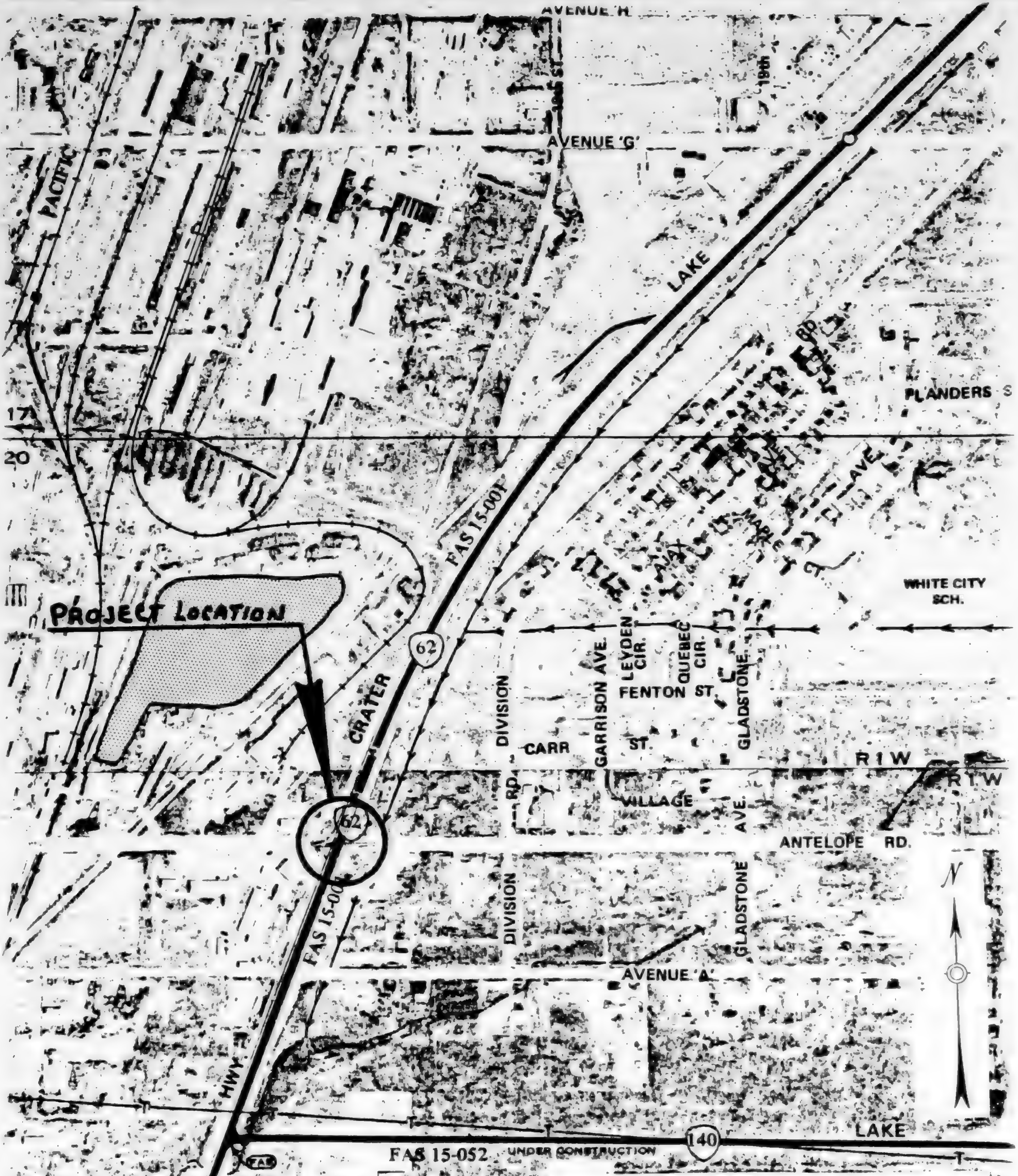
RHB:er

Attachment

APPROVED:

State Highway Engineer

DATE: 5/18/81


AVENUE 'H'
18th
AVENUE 'G'
PACIFIC
LAKE
FAS 15-001
PLANDERS
MAPLE CT
AVE
17
20
WHITE CITY SCH.
PROJECT LOCATION
62
CRATER
DIVISION
GARRISON AVE.
LEYDEN CIR.
QUEBEC CIR.
FENTON ST.
GLADSTONE
CARR
ST.
R1W
R1W
RD.
VILLAGE
AVE.
ANTELOPE RD.
62
FAS 15-001
DIVISION
GLADSTONE
AVENUE 'A'
N
HWY
LAKE
140
FAS 15-052
UNDER CONSTRUCTION
FAS
MERRY
JACKSON COUNTY
OREGON

1982 Pony Creek Bridge 9556
(North Bend) Sec. of the Cape Arago
Hwy. (Grading, Paving & Structure)

SC

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF-51(6)
COMPLETION DATE (Actual) 6-6-83	ACCEPTANCE DATE BY CONRTACT AGENCY 12-13-83	TIME ELAPSED 77 %	CONTRACT TIME 200 C.D.

LOCATION

Structure across Pony Slough in North Bend on the Cape Arago Hwy.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PONY CREEK BRIDGE
CAPE ARAGO HWY
Paving and Structure

This project provided for the construction of a 60 foot wide 56 foot long reingorced concrete deck slab structure over Pony Creek on the Cape Arago Highway and the construction of an asphaltic concrete overlay. A contract in the amount of $261,287.00 was awarded Hamilton Construction Company, Springfied, Oregon on 11-24-82. Work began on 1-3-83 and was completed in reasonably close conformance with the approved plans and specifications on 6-6-83 at a final cost of $298,084.28 which includes $245,886.37 for original contract work, $1,134.52 for approved price agreement work, $5,157.19 for approved force account work, $6,716.20 for State force work, $810.00 credit for non-spec material, and $40,000.00 for construction engineering.

All overruns and underruns have been documented and supported by the State. A copy of the documentation is attached to the division office copy of this report.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 2 '84
REFER TO
Fredrickson
FOR
Info | Info | R/D | D.R. | Sign | Act | File

10/4

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE 10/1/84	TITLE Field Operations Engineer	DATE 10/1/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

January 19, 1984

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 5
#9556

Gentlemen or Ladies:

On December 16, 1983, we wrote to you concerning release of final payment on Contract No. 9556 awarded to Hamilton Construction Co. (Oregon) for work on the Pony Creek Bridge (North Bend) Section of the Cape Arago Highway in Coos County.

The total contract amount is $251,868.08 including $5,157.19 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
James Gix

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-51(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/83

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

Pony Creek Bridge (North Bend) Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 9/28/83 I approve the revised utility costs for the water facility relocation for Coos Bay - North Bend Water Board to a TEC of $11,386.43 Federal Funds $9,109.14; contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $3,089.43 Federal Funds $1,793.14)

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/20

14. DATE 10/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7[illegible]6 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL [illegible]
GARY A [illegible]

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
Coos Bay-North Bend Water Board
Pony Creek Bridge (North Bend) Section
Cape Arago Highway
Coos County
Project No. BRF-51(6)

Reference is made to D. E. Swan's letter of October 7, 1982 which submitted an estimate of cost for the relocation of Coos Bay-North Bend Water Board's water facilities and to your Letter of Approval and/or Authorization, dated October 15, 1982, which approved participation in the estimated cost of $8,297. Copies of my letter and your PR-1240 are attached.

The relocation of the Board's water facilities has been completed and a final billing of cost, in the amount of $11,386.43, received. The final cost of $11,386.43 exceeds the estimated cost of $8,297 by $3,089.43 or 37.24%. The Board, in a letter dated August 19, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Coos Bay-North Bend Water Board has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $11,386.43 is requested.

JMC/GAP/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Pete Gonzalez
J. E. Christopherson

RECEIVED
TECHNICAL SERVICES
SEP 30 '83
REFER TO
FOR
Info
Inves
R/D
O/R
Sign
Act
File

Form 734-3122

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Pony Creek Bridge	WEEK ENDING June 25, 1983
		SECTION PREFIX 106-1080
	HIGHWAY Cape Arago	COUNTY Coos
NAME OF JOB Pony Creek Bridge	KIND OF WORK Paving, Structure	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9556	FEDERAL AID PROJECT NUMBER BRF 51(6)
DATE OF CONTRACT November 24, 1983	DATE WORK STARTED January 3, 1983	ESTIMATED COMPLETION DATE June 6, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 151½
PROJECT AUTHORIZATION: $306,440.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 77
EXCLUSIVE OF ENGINEERING: $281,900.27	ENGINEERING AUTHORIZATION $24,548.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $269,056.88	this week:$454.34 ENGINEERING COST TO DATE $33,626.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 1 %	PERCENT OF AUTHORIZATION 137 %	DATE PROJECT WAS COMPLETED: June 6,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)					320
TOTAL QUANTITIES CORRECTED TO DATE					167.82
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					167.82
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3225A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19		0		
MONDAY 20		0		
TUESDAY 21		0		
WEDNESDAY 22		0		CE K RECEIVED
THURSDAY 23		0		
FRIDAY 24		0		CONSTRUCTION
SATURDAY 25		0		SECTION

7-56

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Pony Creek Bridge	WEEK ENDING June 25, 1983
		SECTION PREFIX 106-1080
	HIGHWAY Cape Arago	COUNTY Coos
NAME OF JOB Pony Creek Bridge	KIND OF WORK Paving, Structure	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9556	FEDERAL AID PROJECT NUMBER BRF 51(6)
DATE OF CONTRACT November 24, 1983	DATE WORK STARTED January 3, 1983	ESTIMATED COMPLETION DATE June 6, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 151½
PROJECT AUTHORIZATION: $306,440.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 77
EXCLUSIVE OF ENGINEERING: $281,900.27	ENGINEERING AUTHORIZATION $24,548.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $269,056.88	this week:$454.34 ENGINEERING COST TO DATE $33,626.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 1 %	PERCENT OF AUTHORIZATION 137 %	DATE PROJECT WAS COMPLETED: June 6,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)					320
TOTAL QUANTITIES CORRECTED TO DATE					167.82
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					167.82
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3225A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19		0		
MONDAY 20		0		
TUESDAY 21		0		
WEDNESDAY 22		0		K
THURSDAY 23		0		
FRIDAY 24		0		
SATURDAY 25		0		

RECEIVED
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity all week
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	
THURSDAY 23	
FRIDAY 24	
SATURDAY 24	

REMARKS

Project complete. Semi-final will be submitted June27,1983.

This will be the last weekly report.

SIGNED Perry L Nichols LOCATION Coquille

F.D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9556

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-12
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-3-83

State: Oregon
County: Coos
Project Number: BRF-51(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 305,798.00	$ 312,470.00
Federal funds	$ 244,638.00	$ 249,976.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 29, 1983

Federal-Aid Project
No. BRF-51(6)

Pony Creek Br. (North Bend)
Cape Argo Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. No. 3225A (Sta. 15+19 to Sta. 15+75)

Subtotal of previous estimate of December 6, 1982		$ 259,426.20
Additional Items		
Sewer Pipe & Repair Work (E.W.O. #1)	All Required	$ 2,766.50
Informational Signs (S.F.O. #3)	All Required	1,230.00
Remove 12" Water Line (S.F.O. #4)	All Required	8,297.00
		$ 12,293.50
	Increase	$ 12,293.50
	Subtotal	$ 271,719.70
	Engineering	40,750.30
	Total	$ 312,470.00

Length of Structure -------- 0.011 mi.

Federal Funds	$ 249,976.00
State Funds	62,494.00
Total	$ 312,470.00

Group 1 96%; Group 8 4%
Contract No. 9556
Prefix: 106-1459
Prefix: 106-1080

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-74	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Coos Project No. BRF-51(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pony Creek Br. (North Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-82	0.011
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 305,798.00	FEDERAL FUNDS $ 244,638.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 1 10 - 83

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 6, 1982

Federal-Aid Project
No. BRF-51(6)

Pony Creek Br. (North Bend)
Cape Arago Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 3225A (Sta. 15+19 to Sta. 15+75)

Mobilization		All Required	$ 25,000.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	148 Sq. Ft.	7.00	1,036.00
Temporary Barricades	6 Each	100.00	600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	300 Lin. Ft.	5.00	1,500.00
Temporary Guardrail, Type 1A Reflectorized	100 Lin. Ft.	8.00	800.00
Temporary Plastic Safety Markers	10 Each	50.00	500.00
Sequential Arrow Signs	1 Each	1,300.00	1,300.00
Flagman	240 Hour	22.00	5,280.00
Removal of Structures and Obstructions		All Required	2,500.00
Embankment in Place	159 Cu. Yd.	8.00	1,270.00
Channel Excavation	333 Cu. Yd.	4.00	1,332.00
Trench Excavation	44 Cu. Yd.	30.00	1,320.00
Class "C" Asphalt Concrete	320 Ton	36.00	11,520.00
Membrane Waterproofing	388 Sq. Yd.	7.00	2,716.00
4-inch Sewer Pipe	80 Lin. Ft.	7.50	600.00
18-inch Sewer Pipe	20 Lin. Ft.	16.00	320.00
24-inch Sewer Pipe	75 Lin. Ft.	30.00	2,250.00
36-inch Sewer Pipe	30 Lin. Ft.	21.00	630.00
Extra for Pipe Under Pavement	44 Lin. Ft.	31.00	1,634.00
24-inch Welded Steel Pipe	96 Lin. Ft.	85.00	8,160.00
Concrete Manholes	2 Each	1,900.00	3,800.00
36-inch Metal Flap Gates	1 Each	1,100.00	1,100.00
Concrete Walks	28 Sq. Yd.	32.00	896.00
Concrete Curbs	55 Lin. Ft.	16.00	880.00
Loose Riprap, Class 100	240 Cu. Yd.	12.50	3,000.00
Adjust Manholes	2 Each	100.00	200.00
Adjust Inlets	2 Each	300.00	600.00
Bridge Removal Work		All Required	7,000.00
Structure Excavation	300 Cu. Yd.	4.00	1,200.00
Furnish Pile Driving Equipment		All Required	10,000.00

Alternate "B"

Furnish Cast-in Place Piling (Alt. "B")	2,688 Lin. Ft.	13.00		34,944.00
Drive Steel Pile Shells (Alt. "B")	2,688 Lin. Ft.	1.00		2,688.00
Structural Concrete, Class 3300 (180 CY)		All Required		35,000.00
4'x55'/60, Prestressed Slabs	17 Each	3,460.00		58,820.00
Coated Reinforcement (11,800 lbs.)		All Required		8,000.00
Reinforced Concrete Bridge End Panels	267 Sq. Yd.	54.00		14,418.00
Three Tube Steel Railing	148 Lin. Ft.	42.00		6,216.00
1-inch Electrical Conduit	75 Lin. Ft.	7.00		525.00
		Alternate "B"	$	261,087.00

Anticipated Items

Permanent Pavement Striping	All Required	$	1,100.00
Remove Pavement Striping	All Required		270.00
Temporary Erosion Control	All Required		100.00
Credit for North Bend Sewer Line Betterment	All Required		-3,130.80
		$	-1,660.80
	Subtotal Alt. "B"	$	259,426.20
	Engineering		35,021.80
	Total	$	294,448.00

Length of Structure ---------- 0.011 mi.

Work Retained in Program

Coos Bay-North Bend Water Board	All Required	$	10,000.00
	Engineering		1,350.00
	Total	$	11,350.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 294,448.00	$ 235,558.00	$ 58,890.00
Reserve	11,350.00	9,080.00	2,270.00
Total	$ 305,798.00	$ 244,638.00	$ 61,160.00

Group 1 96 ~~100~~ %; Group 8 4 ~~0.00~~ %
Contract No. 9556
Prefix: 106-1459
Prefix: 106-1080

Pony Creek Bridge
North Bend Sanitary Sewer Relocation

Betterment Computation

Replacement in Kind (18-inch Pipe)

18-inch Steel Pipe	96 Lin. Ft.	62.00	$ 5,952.00
18-inch Concrete Pipe	72 Lin. Ft.	13.30	957.60
			$ 6,909.60

Replacement with 24-inch Pipe

24-inch Steel Pipe	96 Lin. Ft.	89.40	$ 8,582.40
24-inch Concrete Pipe	72 Lin. Ft.	20.25	1,458.00
			$ 10,040.40
Less Cost of Replacement in Kind			6,909.60
BETTERMENT			$ 3,130.80

1551

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-51(6)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20149

2A. COUNTY NAME Coos

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/27/82

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

Pony Creek Bridge (North Bend) Section

11. GENERAL DESCRIPTION OF WORK

Furnish, install and remove informational signs for detour.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/27/82 as requested in Mr. Keasey's letter of 1/13/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,230 Federal Funds $984.

RECEIVED
STATE HWY ENGR
JAN 19 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 1/20

14. DATE 1/17/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT LOC 3

FILE

October 19, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
   Tiller-Trail Highway, Douglas County
   Grading and paving

   Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
   Bear Drive, Jefferson County
   Structure

   Thirty-two foot roadway. Approaches to be paved in future.

   Same as No. 4.

7. Mill Street-5th Street (Springfield)
   Centennial Boulevard, Lane County
   Grading, Paving and Signals

   Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
   Gun Club Road, Polk County
   Structure

   Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
   Hermiston Highway, Umatilla County
   Grading and Paving

   Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

   Same as No. 8.

10. McKay Creek (Platt) Bridge
McKay Creek Road, Umatilla County
Structure

Remove and replace superstructure.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
Columbia River Highway, Wasco County
Sand Stabilization

Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
Various Highways, Various Counties between I-5 and Coast

Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
McKenzie Highway, Lane County
Traffic Signals

Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

10-15-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-51(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale B. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20149

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/82

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION: Pony Creek Bridge (North Bend) Section

11. GENERAL DESCRIPTION OF WORK Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 10/7/82 you are now authorized to proceed with the actual adjustments to the Coos Bay - North Bend Water Board's water facilities relocation on an actual cost basis estimated to be $8,297 Federal Funds $7,316.

I approve the agreement with the Coos Bay - North Bend Water Board.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED 10/22
W. E. SCHWARTZ

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

RECEIVED
TECHNICAL SERVICES

OCT 11 '82

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

October 7, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
Coos Bay-North Bend Water Board
Pony Creek Bridge (North Bend) Section
Cape Arago Highway
Coos County
Project No. BRF-51(6)

Here is a copy of an estimate of cost to adjust Coos Bay-North Bend Water Board facilities dated June 11, 1982, and sketches showing their proposed relocation.

A certification prepared by John Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Board dated December 15, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required by the City.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length ofthe project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,297.

JMC/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

bc: E. S. Hunter - w/att.
F. R. Griffin - w/att.
D. E. Swan - w/att.
Alfred Shirley - w/att.
F. D. Morrison - w/att.
John Christopherson - w/att.

POW 18-4

October 6, 1982

Mr. Ron Stillmaker, PE
Public Works Director
City of North Bend
P.O. Box B
North Bend, OR 97459

Sanitary Sewer Relocation Betterment
Pony Creek Bridge (North Bend) Section
Cape Arago Highway
Coos County
Project No. BRF-51(16)

Dear Mr. Stillmaker:

Reference is made to your letter of April 13, 1982 which acknowledged the conflict between your existing 18-inch sanitary sewer line and the proposed construction of the Pony Creek Bridge on the Cape Arago Highway and requested that the relocation of the sewer line be included as part of the State's bridge construction contract.

Your letter also requested that the conflicting 18-inch sanitary sewer pipe be replaced with 24-inch pipe. The replacement, using 24-inch pipe, results in a betterment of your sewer facilities.

The sanitary sewer pipe relocation and replacement has been included as part of the State's contract work as shown on sheet 3 and drawings 36835, 36837, 36838 and 36839 of the highway construction plans. A copy of plans are attached. The bridge construction project has been advertised for letting on October 28, 1982.

Using unit prices obtained by our Bridge Design Section, the estimated cost of 18-inch pipe required for the sewer line relocation is $6,909.60. The estimated cost of 24-inch pipe is $10,040.40. The use of 24-inch pipe results in an estimated betterment cost of $3,130.80. A copy of the Betterment Computation is attached.

RECEIVED
TECHNICAL SERVICES
OCT 7 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (betterment in this case) must be deposited with the State in advance of construction. Therefore, it is requested that you forward to the State Highway Division, at the earliest possible date, a check in the amount of $3,130.80 as full lump sum payment of the cost of betterment. The check should be made out to me at Room 5, Transportation Building, Salem, OR 97310. Your cooperation will be greatly appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

City of North Bend
NORTH BEND, OREGON 97459

April 13, 1982

Jack M. Cartwright
Utility Relocation Coordinator
Highway Division
Department of Transportation
5 Transportation Building
Salem, Oregon 97301

Re: Sanitary Sewer Line Conflict
✓Pony Creek Bridge (North Bend)
Cape Arago Highway
Coos County, Oregon

Dear Mr. Cartwright:

In a recent discussion between the two of us, you indicated to me that coordination of the sewer line relocation and bridge replacement could be best handled if the sewer line relocation project was combined under one contract and bid with the bridge replacement. I agree, and also believe that the most feasible method for accomplishing the sewer line relocation would be to suspend the relocated sewer from your proposed structure. That proposal would most likely require the use of a temporary sanitary crossing but would eliminate the use of another permanent independent structure crossing Pony Creek. I have discussed the possibilities with Mr. John Tindall of your Departments Bridge Design Section and I think that it would be advantageous for all parties concerned if the state performed the engineering and contract administration services for such a crossing. Our office can coordinate with the state engineers and supply all information required from us for the project.

It is my understanding that the cost for the sewer line relocation is reimbursable with the exception of any additional costs involved with increasing the pipe size beyond that of the original crossing. The City does wish to have a larger diameter (24 inches) pipe than the existing (18 inches) one.

I would appreciate it if you could notify me regarding the states willingness to perform the requested services. If you have any comments or questions please contact me.

Sincerely,

Ron Stillmaker, P.E.
Public Works Director

NOTED
J. M. CARTWRIGHT

RS:sc
cc: J. Tindall
F. Morrison
J. Christopherson

xc: Lyle Watson 4-14-82

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTRATION

9-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-51(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

Pony Creek Bridge (North Bend) Section

11. GENERAL DESCRIPTION OF WORK

One structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$1,100
Remove Striping S.F.	$ 270
Temporary Erosion Control	$ 100

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $365,887 Federal Funds $292,709.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

240

STATE OF OREGON

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region III Engineer

DATE: May 21, 1982 DES 23
3225A

ORIGINAL SIGNED
[illegible]

FROM: John M. Tindall, P.E.
for Principal Structural Design Engineer

SUBJECT: Pony Creek Bridge
Pony Creek Bridge Section
Cape Arago Highway
Coos County
BR 3225A

Versteeg
Anderson
1 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 24 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are two reduced prints of Drawings 36835-36839 which are the advance detail drawings for the subject structure.

It is planned to call for bids on this section on July 22, 1982. These prints are sent to you for a field review. Please return one set by June 3, 1982, with your comments and/or corrections noted.

JMT:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 2 (Note: Please return 1 copy with your approval or comments noted.)
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Maintenance /w/ 1
Utilities /w/ 1
F.D. Morrison, Project Manager, /w/ 1
✓Engineering /w/ 1

Contains Recycled Materials
81-125-1307

SP*75683-12

5-3

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

3 March 19 82

A PERMIT TO place approximately 280 cubic yards of rock riprap in connection with a bridge replacement project. This work will be done in accordance with the permit.

AT Pony Creek, Mile 1.2 North Bend, Oregon

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 3 March 19 82

ADDRESS OF PERMITTEE 200 Transportation Building
Salem, OR 97310

PERMIT NUMBER 071-OYA-4-004270

TERENCE J. CONNELL
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1977 232-984

3/5/82 Original to Construction

cc General Files w/attachment
Road Design "
Bridge "
Donald Keyes "

Application No. [illegible]-OYA-4-004270

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 3 March 1982

Expiration Date (If applicable) 31 March 1985

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 22 September 1981 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310
Telephone (503) 378-6883

is hereby authorized by the Secretary of the Army:

to place approximately 280 cubic yards of rock riprap in connection with a bridge replacement project. The bridge project will require authorization by the U.S. Coast Guard and is addressed in Coast Guard Public Notice 81-N-17 dated 2 November 1981. The fill portion of the project is proposed to provide protection of the bridge abutments from erosion.

in Pony Creek, Mile 1.2

at North Bend, Oregon.

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

004270 (Pony Creek - Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1 JUL 77 1721 EDITION OF 1 APR 74 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before ________________ day of ____________, 19 ________, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before ________________ day of ____________, 19 ________, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. **Special Conditions:** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.

b. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

c. Slope of riprap, bank, or excavation, will be no steeper than 2 feet horizontal to 1 foot vertical.

d. Only clean, durable riprap will be used.

e. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

f. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Removal/Fill Permit No. 3502.

g. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ________ years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x ______________________ 2/26/82

PERMITTEE DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY

______________________ 3 March 1982

DATE

TERENCE J. CONNELL
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

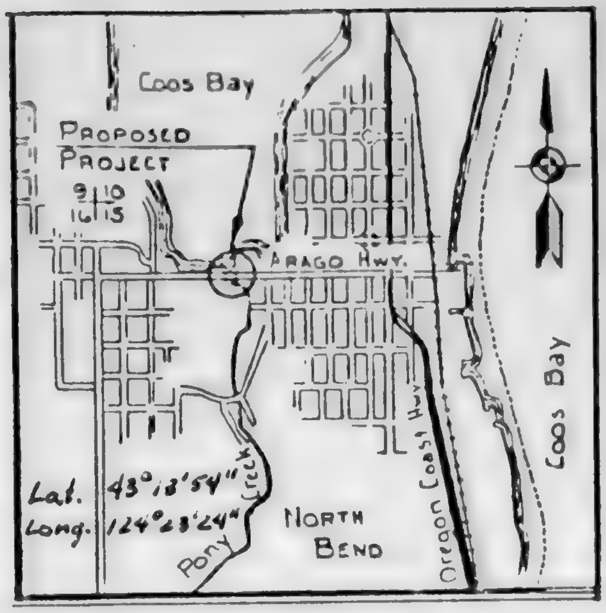
Transferee hereby agrees to comply with the terms and conditions of this permit

______________________ ______________________

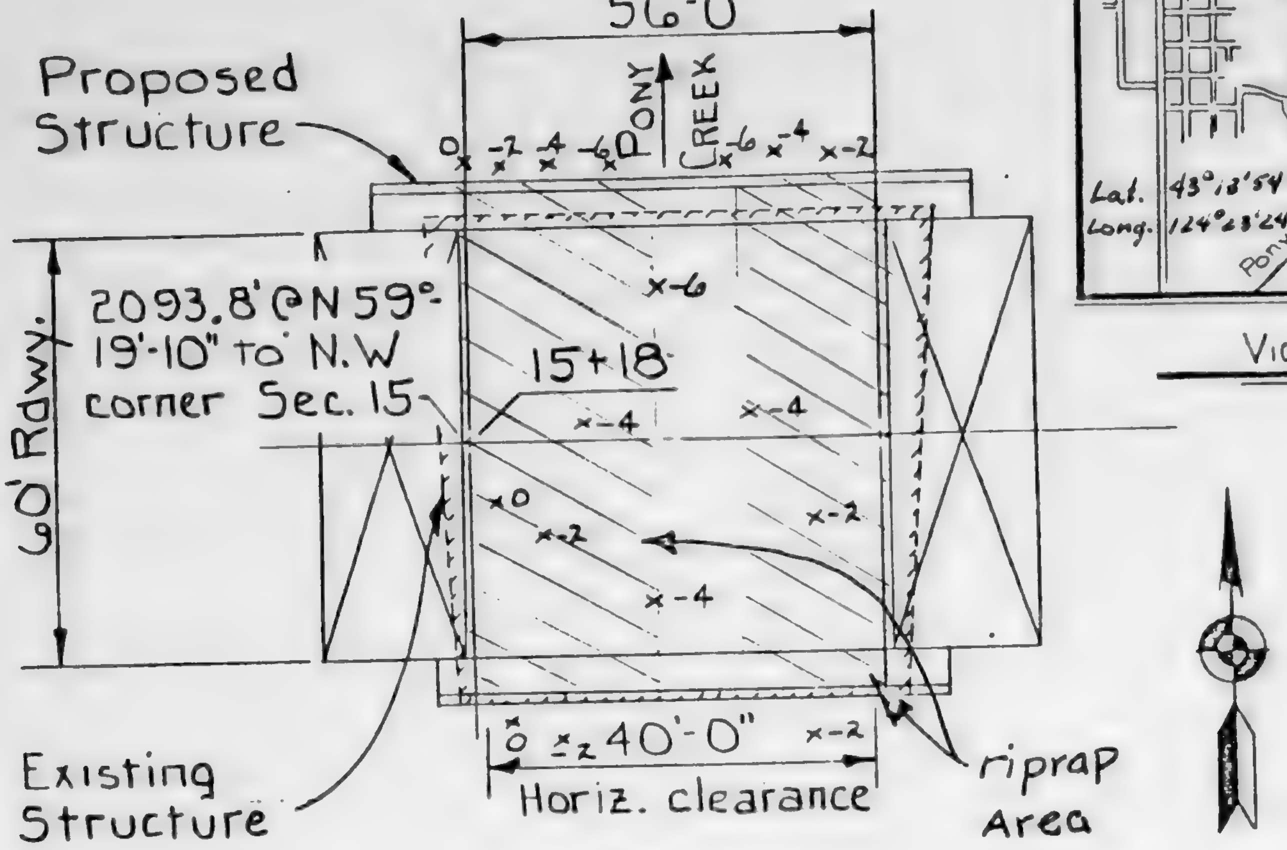
TRANSFEREE DATE

☆ U S GOVERNMENT PRINTING OFFICE 1980—624-404 3-1

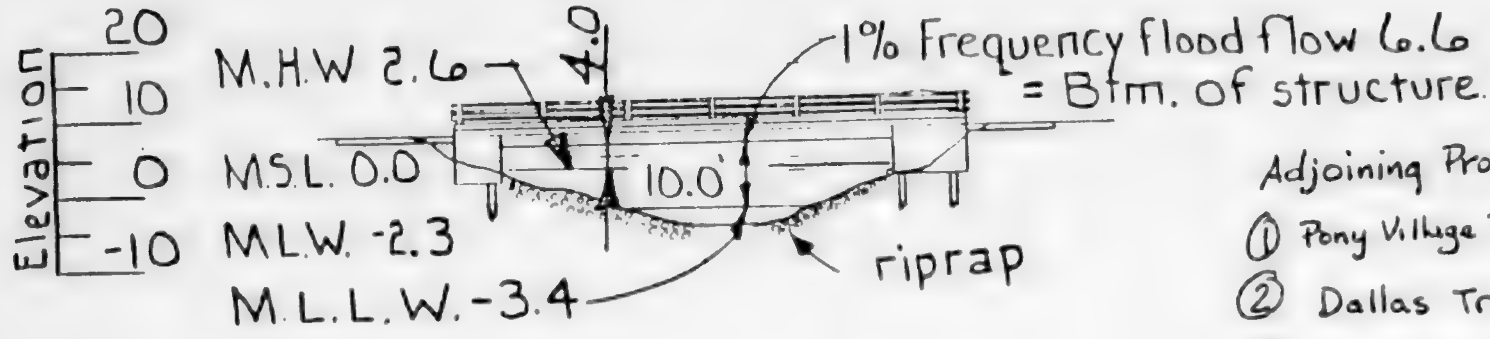
004270 (Pony Creek - Fill)


Coos Bay
Proposed Project
9|10
16|15
Arago Hwy.
Lat. 43°18'54"
Long. 124°13'24"
Pony Creek
North Bend
Oregon Coast Hwy.
Coos Bay

VICINITY MAP


56'-0"
Pony Creek
Proposed Structure
0 -2 -4 -6 -6 -4 -2
60' Rdwy.
2093.8' @ N 59°-19'-10" to N.W corner Sec. 15
15+18
x-6
x-4
x-4
x0
x-2
x-2
x-4
0 -2 40'-0" -2
Horiz. clearance
Existing Structure
riprap Area

PLAN


Elevation
20
10
0
-10
M.H.W 2.6
M.S.L. 0.0
M.L.W. -2.3
M.L.L.W. -3.4
4.0'
10.0'
1% Frequency flood flow 6.6 = Btm. of structure.
riprap

Adjoining Property Owners

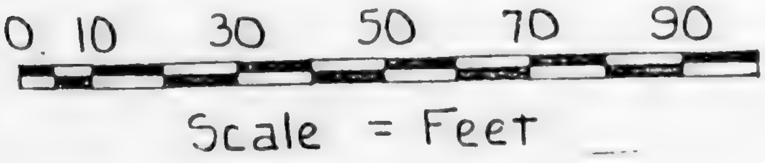
① Pony Village Properties

② Dallas Troutman

③ Ole J. Lillcoren

ELEVATION

Datum: BM D 58, 1931
USC GS El. 63.78
Soundings in feet
below MSL


0 10 30 50 70 90

Scale = Feet

PROPOSED BRIDGE REPLACEMENT BANK PROTECTIC

IN: Pony Creek RIVER MILE: 1.2
AT: North Bend
COUNTY: Coos STATE: Oregon
APPLICANT: Oregon State Highway Division
DATE: September 1981 SHEET 1 of 1

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-51(-)
Pony Creek Bridge (Bridge #3225A)
Preliminary Plan, Coos County

Date: February 5, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
E. S. HUNTER

We approve the preliminary plan submitted by Mr. Hart's letter (signed by Mr. L. L. Wallace) of January 28. We feel that any pipe piles should be filled with concrete after driving. Please proceed with the project.

Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICES
FEB 10 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 10 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
3225A

January 28, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 28 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Pony Creek Bridge
Cape Arago Highway
Coos County
BR 3225A

Enclosed are two reduced prints of Drawings 36137 and 35791 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation Report which has the Hydraulic Report in the appendix.

The alignment, roadway width and elevation are the same as the existing bridge. The sidewalk on the south side matches the existing walk and a walk is provided on the north side for future use. The length is required to provide the necessary waterway opening.

Three alternates as suggested in the hydraulic report were considered for this site, but because of the poor foundation material, only a bridge supported by piles is feasible. A precast slab span bridge supported by concrete pile with approximately the same length as the existing bridge was selected. This bridge will be constructed using stage construction.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $240,000.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring
Gary Potter /w/ 1
Don Adams /w/ 1
Alfred Shirley, Jr. /w/ 1

Form 734-3122

Sec. 240

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 2, 1981

J. H. Versteeg
Road Design Engineer

File 32383
Pony Creek Bridge Section
Cape Arago Highway
Coos County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for June 24, 1981.

By. ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442-5864

RECEIVED
STATE HWY ENGR
NOV 9 '81
REFER TO c.j. Shirley
FOR

Info	Invest	R/O	D/R	Sign	Act	File
✓						

16591
Serial 453
2 November 1981

In reply refer to
Proposed Replacement Bridge
Across Pony Creek, Mile 1.2,
Coos County, Oregon

PUBLIC NOTICE NO. 81-N-17

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District, from the State of Oregon Department of Transportation, Highway Division, Transportation Building, Salem, Oregon 97310, for approval of location and plans for construction of a replacement highway bridge across a navigable waterway as follows:

WATERWAY AND LOCATION

Pony Creek, mile 1.2, Coos County, Oregon.

CHARACTER OF WORK

The applicant proposes to replace a deteriorated, four-lane timber deck-girder highway bridge with a modern concrete structure capable of accommodating present and future traffic. Vertical clearances essentially would be unchanged, while horizontal clearances would be increased. Existing and proposed navigation clearances are:

	Existing	Proposed
Horizontal	22.0 feet	40.0 feet
Vertical	9.9 feet at mean lower low water 3.9 feet at mean high water	10.0 feet at mean lower low water 4.0 feet at mean high water

ENVIRONMENTAL CONSIDERATIONS

The Federal Highway Administration (FHWA) is the lead federal agency for environmental processing for this project. FHWA has determined that the proposed project would not be a major action significantly affecting the quality of the human environment and should be classified as a categorical exclusion for purposes of the National Environmental Policy Act of 1969, as amended (NEPA). The Coast Guard, having conducted an independent review of the project, concurs in the determination by FHWA. Environmental documentation submitted in support of the proposal is available for inspection in the offices of the applicant and at the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

SPEED LIMIT 55
It's a law we can live with.

A separate permit may be required by the U.S. Army Corps of Engineers pursuant to section 404 of the Clean Water Act, as amended, for the placement of riprap. The State of Oregon Department of Environmental Quality has been requested to provide water quality certification for this project.

No properties protected by section 4(f) of the Department of Transportation Act of 1966, as amended, would be affected by the proposed project.

The applicant has certified that the proposed activity complies with the State of Oregon approved coastal management program and would be conducted in a manner consistent with such program. The project would not result in a significant floodplain encroachment or significant wetland impacts.

The proposed project would not result in an adverse effect on properties listed on, or eligible for listing on, the National Register of Historic Places.

Preliminary determinations indicate that the proposed activity would have no effect on endangered or threatened species, or their critical habitat, designated pursuant to the Endangered Species Act of 1973, as amended. Formal consultation with the Department of the Interior in accordance with section 7 of the act is not contemplated for this proposal.

SOLICITATION OF COMMENTS

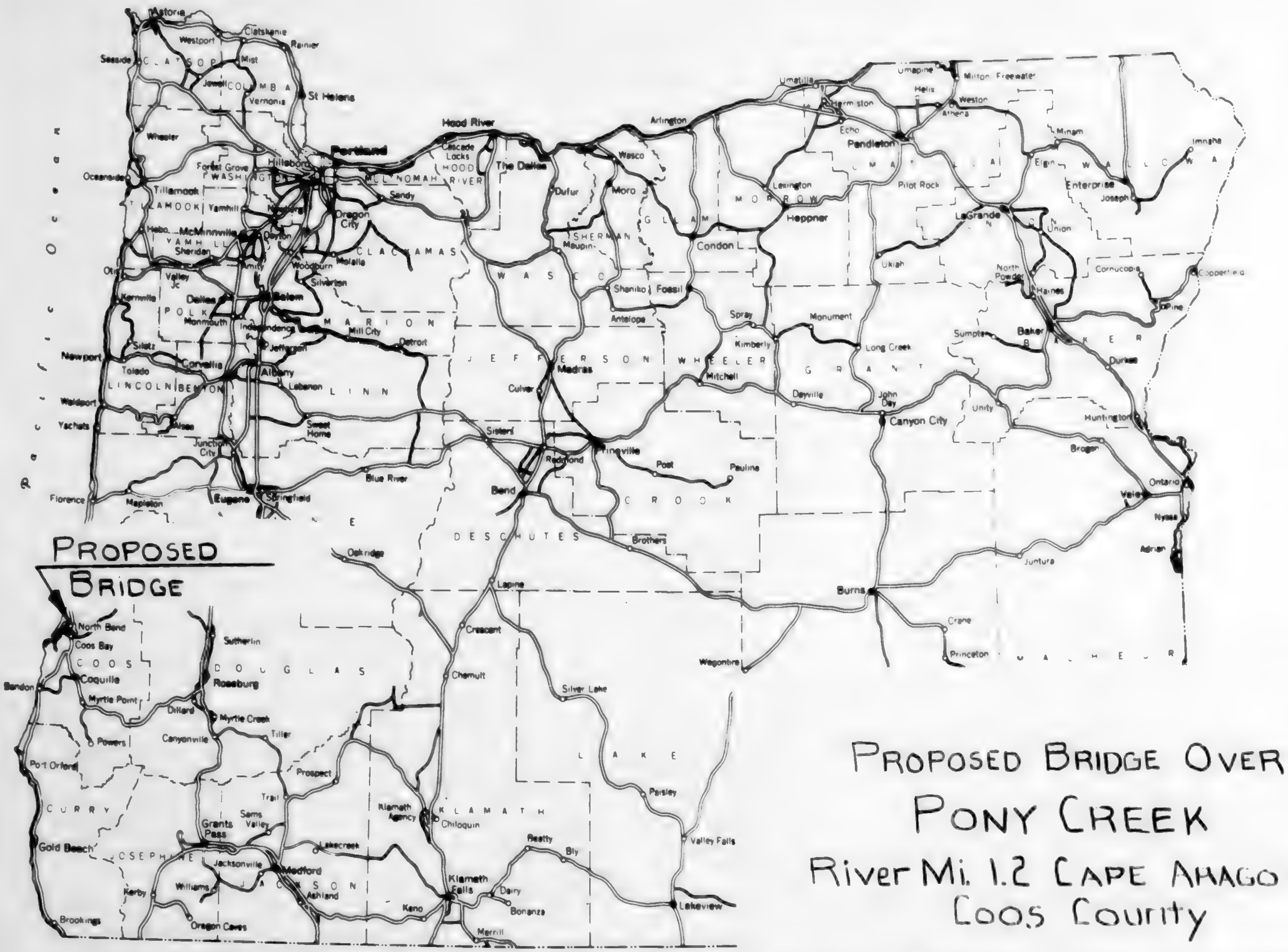
Interested parties are requested to express their views, in writing, on the proposed project giving sufficient detail to establish a clear understanding of reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the office of the Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174, through 4 December 1981.

This notice consists of two pages, three sheets of drawings, one sheet public notice by the State of Oregon Department of Environmental Quality (DEQ), and one sheet public notice by the State of Oregon Department of Land Conservation and Development (DLCD).

J. F. Overath

J. F. OVERATH
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encls: (1) Drawings - 3
(2) Public notice, State of Oregon DEQ
(3) Public notice, State of Oregon DLCD


PROPOSED BRIDGE
Pacific Ocean
Astoria
Seaside
Westport
Clatskanie
Rainier
Mist
Jewell
Vernonia
St Helens
CLATSOP
COLUMBIA
Wheeler
Oceanside
Tillamook
TILLAMOOK
Forest Grove
Hillsboro
WASHINGTON
Portland
MULTNOMAH
Sandy
Yamhill
Hebo
McMinnville
Sheridan
YAMHILL
Dayton
Amity
Woodburn
Oregon City
Molalla
CLACKAMAS
Silverton
Valley Jc
Dallas
Kernville
POLK
Salem
Monmouth
Independence
MARION
Mill City
Jefferson
Detroit
Newport
Siletz
Toledo
Corvallis
Albany
Lebanon
LINCOLN
BENTON
LINN
Waldport
Yachats
Sweet Home
Junction City
Florence
Mapleton
Eugene
Springfield
Blue River
Hood River
Cascade Locks
HOOD RIVER
The Dalles
Dufur
Wasco
Moro
SHERMAN
Maupin
WASCO
GILLIAM
Arlington
Condon
Shaniko
Fossil
Antelope
JEFFERSON
WHEELER
Madras
Culver
Sisters
Redmond
Prineville
Post
Paulina
CROOK
Bend
DESCHUTES
Brothers
Oakridge
Lapine
Crescent
Chemult
Silver Lake
LAKE
Paisley
Valley Falls
Lakeview
Wagontire
Klamath Agency
Chiloquin
KLAMATH
Beatty
Bly
Klamath Falls
Keno
Dairy
Bonanza
Merrill
Umatilla
Hermiston
Echo
Pendleton
UMATILLA
Umapine
Milton Freewater
Helix
Weston
Athena
Lexington
MORROW
Heppner
Pilot Rock
Ukiah
Monument
Spray
Kimberly
Mitchell
Long Creek
GRANT
Dayville
John Day
Canyon City
Unity
Sumpter
Baker
BAKER
North Powder
Haines
LaGrande
UNION
Union
Elgin
Minam
WALLOWA
Enterprise
Joseph
Imnaha
Cornucopia
Copperfield
Pine
Durkee
Huntington
Brogan
Vale
Ontario
Nyssa
Adrian
Juntura
Burns
Crane
Princeton
MALHEUR
North Bend
Coos Bay
COOS
Coquille
Bandon
Myrtle Point
Powers
Port Orford
CURRY
Gold Beach
Brookings
Sutherlin
Roseburg
DOUGLAS
Dillard
Myrtle Creek
Canyonville
Tiller
Prospect
Trail
Sams Valley
Grants Pass
JOSEPHINE
Kerby
Williams
Jacksonville
Medford
Ashland
JACKSON
Oregon Caves
Lakecreek

PROPOSED BRIDGE OVER

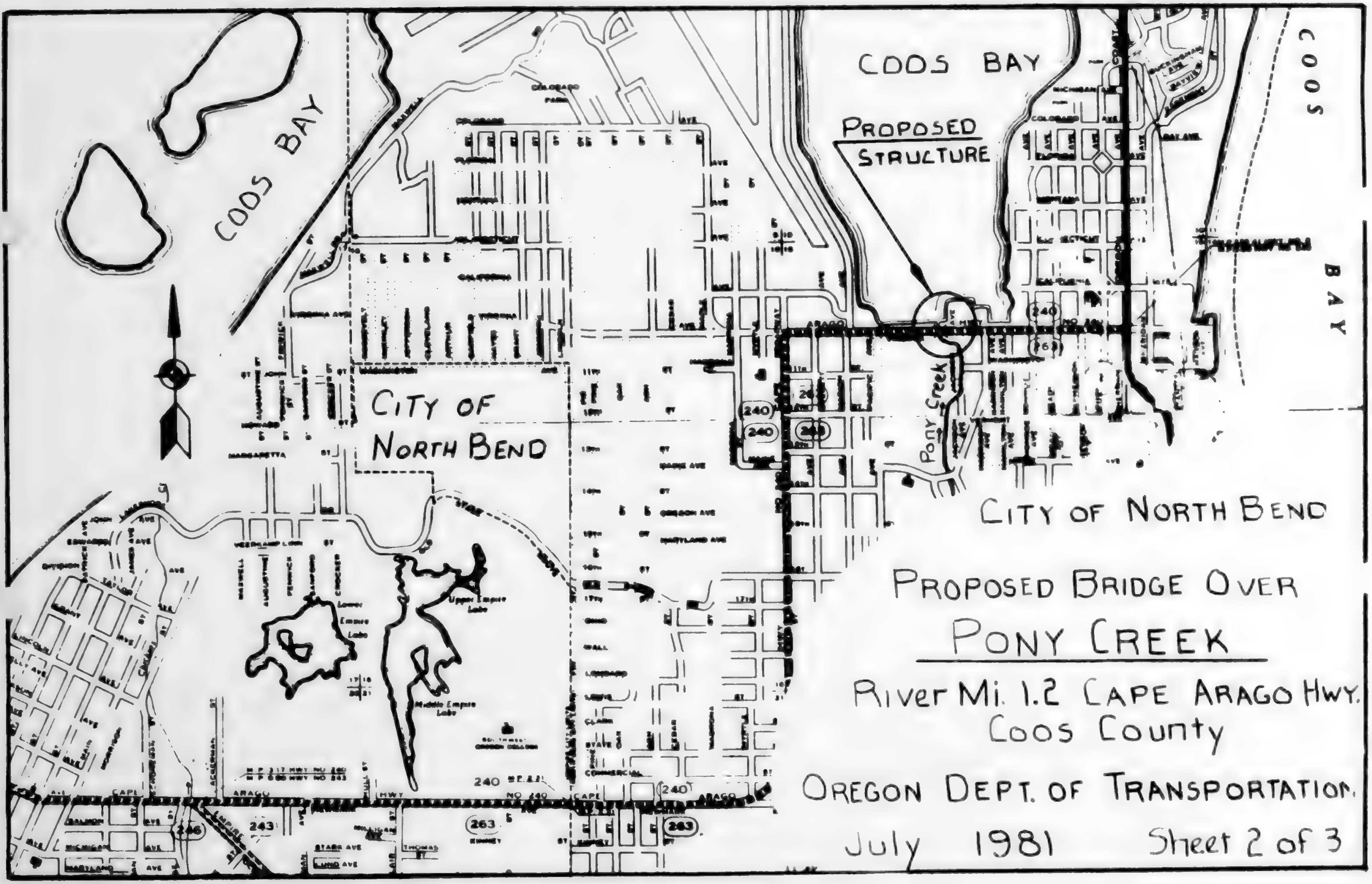
PONY CREEK

River Mi. 1.2 CAPE ARAGO HWY

Coos County

OREGON DEPT. OF TRANSPORTATION

July 1981 Sheet 1 of 3


COOS BAY
COOS BAY
PROPOSED STRUCTURE
CITY OF NORTH BEND
Pony Creek
COOS BAY
240
263
Upper Empire Lake
Lower Empire Lake
Middle Empire Lake

CITY OF NORTH BEND

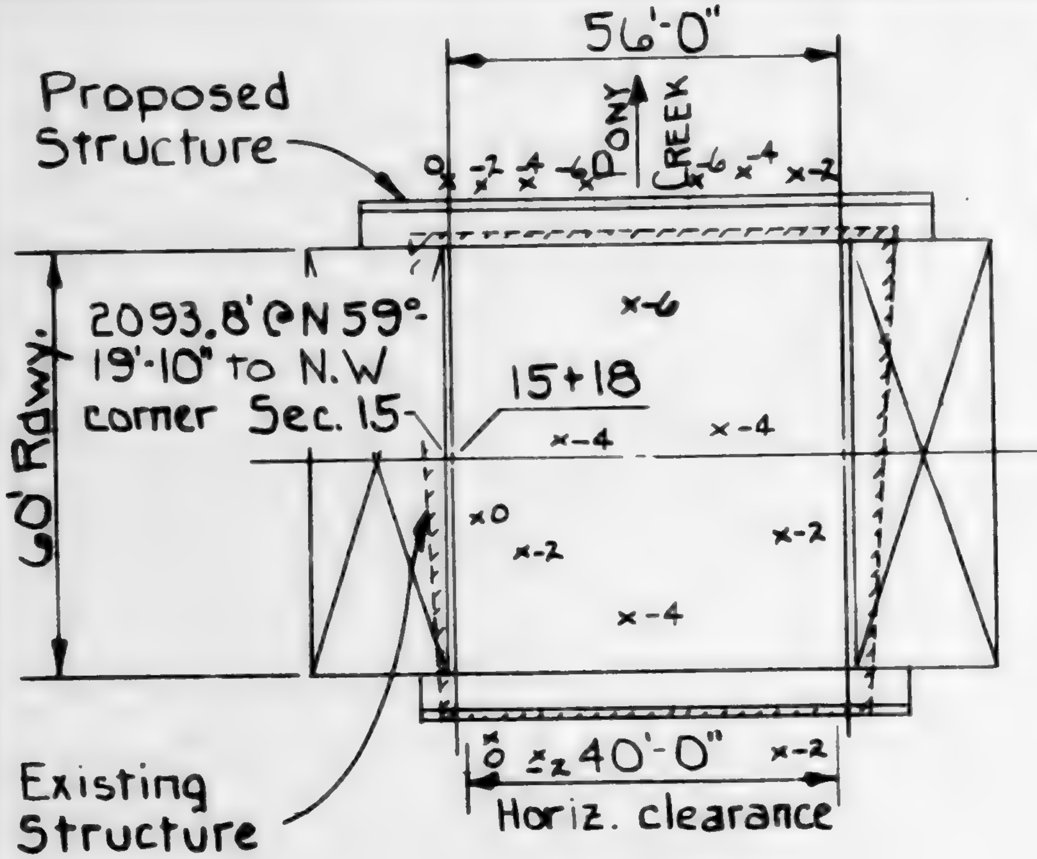
PROPOSED BRIDGE OVER

PONY CREEK

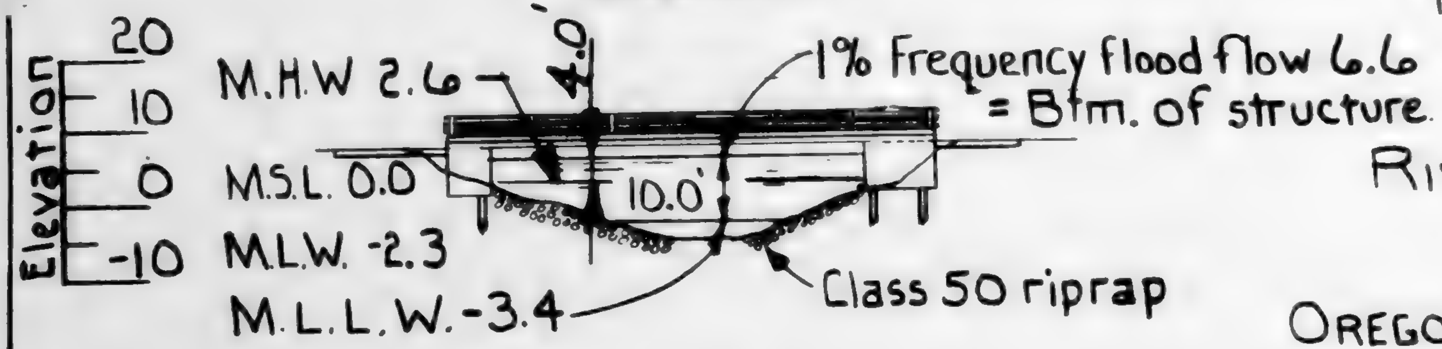
River Mi. 1.2 CAPE ARAGO HWY.
Coos County

OREGON DEPT. OF TRANSPORTATION

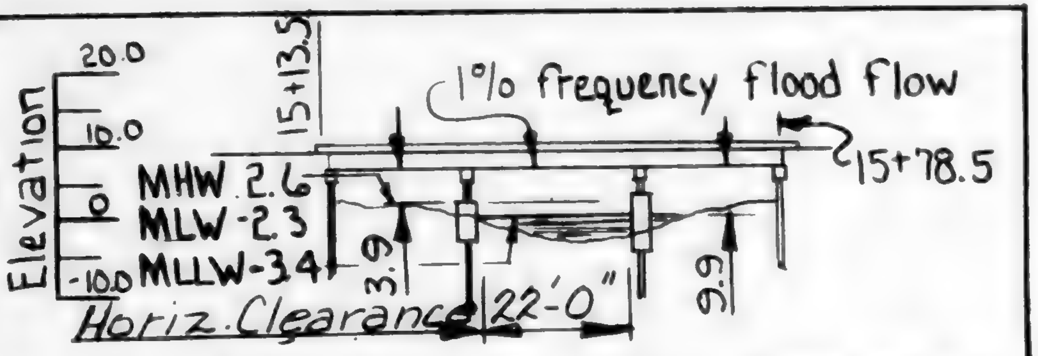
July 1981 Sheet 2 of 3


56'-0"
Proposed Structure
PONY CREEK
0 -2 -4 -6 -6 -4 -2
60' Rdwy.
2093.8' @ N 59°
19'-10" to N.W corner Sec. 15
15+18
-6
-4 -4
0 -2 -2
-4
0 -2 40'-0" -2
Horiz. clearance
Existing Structure

PLAN


Elevation
20
10
0
-10
M.H.W 2.6
M.S.L. 0.0
M.L.W. -2.3
M.L.L.W. -3.4
4.0'
10.0'
1% Frequency flood flow 6.6 = Btm. of structure
Class 50 riprap

ELEVATION


Elevation
20.0
10.0
0
-10.0
MHW 2.6
MLW -2.3
MLLW -3.4
15+13.5
1% frequency flood flow
15+78.5
3.9
9.9
Horiz. Clearance
22'-0"

ELEVATION - EXISTING STRUCTURE

Datum: BM D 58, 1931
USC GS El. 63.78
Soundings in feet
below MSL

0 10 30 50 70 90

Scale = Feet

PROPOSED BRIDGE OVER
PONY CREEK
River Mi. 1.2 CAPE ARAGO HWY.
Coos County

OREGON DEPT. OF TRANSPORTATION

July 1981 Sheet 3 of 3

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON 229-5358

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described Public Notice No. 81-N-17 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312 1316 and 1317. Comments regarding possible water quality effect of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, P. O. Box 1760, Portland, OR., 97207.

GDC:
3/13/78

DEQ-1

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

Notice of
Certification of Consistency with the
Oregon Coastal Management Program

Notice is hereby given that a certification has been filed with the Department of Land Conservation and Development, as provided in Section 307(c)(3) of the Coastal Zone Management Act, that the project described in U.S. Coast Guard Public Notice No. 81-N-17, will comply with the Oregon Coastal Management Program and that the project will be conducted in a manner consistent with that Program.

Anyone desiring to present views or considerations pertaining to the project's compliance or consistency with the Oregon Coastal Management Program may do so by providing their views in writing to the Division of State Lands, 1445 State Street, Salem, OR 97310; Before 4 December 1981.

REVIEW CRITERIA

Comments should address consistency with the applicable elements of Oregon's Coastal Management Program. These include:

- Acknowledged Local Comprehensive Plans
- Statewide Planning Goals
- Fill and Removal Law (when a state permit is required)

ADEQUATE INFORMATION?

A copy of the applicant's consistency certification and information supporting the certification are available through the Department of Land Conservation and Development. If you believe additional information is needed to make a decision on this application, please indicate this as soon as possible. Requests for additional information must describe why more information is needed to make the consistency decision.

INCONSISTENT?

If you believe this project is inconsistent with the Oregon Coastal Management Program, you should list the relevant policy (i.e., goal requirement or plan policy) and explain briefly why you believe the project is inconsistent. You should also describe how the project could be modified to make it consistent, if this is possible.

JM:ms

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
COMMANDER, 13TH COAST GUARD DISTRICT (oan)
915 SECOND AVENUE
SEATTLE, WASHINGTON 98174

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514

BRIDGE
NOTICE

CGB 4-7,9
ST OF OR, OREGON ST HWY DEPT
ASST STATE HWY ENGR
HIGHWAY BUILDING
SALEM, OR 97310

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-51(-)
Pony Slough Bridge
Cape Arago Hwy - Coos County

Date: October 1, 1981

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. Gary A. Potter, Manager
Environment Section
Oregon State Highway Division

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to Part 771.115(b), Title 23 CFR.

Dale E. Wilken

cc:
OSHD (E. S. Hunter)
Region 3 (Env)

RECEIVED
TECHNICAL SERVICES
OCT 5 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 18, 1981

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Dear Mr. Newgard:

Enclosed is an application for a Department of the Army Permit for the removal of the existing bridge over Pony Creek on the Cape Arago Highway in North Bend and the construction of a new bridge Drawing showing plan and elevations of the proposed construction are enclosed.

The bridge will be constructed a half at a time so that a detour is not needed. Because the new structure will be constructed at the same site and on the same alignment as the existing bridge, additional right-of-way will not be required.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, Oregon 97310, telephone 378-6265.

Sincerely,

Frank E Terpin

Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES

SEP 21 '81

REFER TO

FOR

Info	Inves	R/D	[illegible]	Sign	Apl	File

FET:DEK:ge
Enclosures

cc E. S. Hunter w/attachments
W. J. Hart "
D. L. Trout "
D. E. Keyes "

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only Corps of Engineers # Date received	For Agency Use Only State of Oregon # Date received

Name of Waterway Pony Creek River Mile 1.2 Local Name

Section 15 Township 25 S Range 13 W

Estimated Starting Date of Project Fall 1981 Estimated Completion Date of Project Fall 1982

NAME OF APPLICANT Frank E. Terpin, Location Engineer	AUTHORIZED AGENT Donald E. Keyes, Federal Proj. Liaison En
Address 200 Transportation Building	Address 200 Transportation Building
City, State, Zip Code Salem, OR 97310	City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )	Phone: Work Area (503) 378-6265 Home Area ( )
PROJECT SUPERVISOR	Phone: Work Area ( ) Home Area ( )
PROPERTY OWNER IF OTHER THAN APPLICANT Oregon State Highway Division	PROJECT ADDRESS North Bend
Address Transportation Building	City, County, State Zip Code Coos County
City, State, Zip Code Salem, OR 97310	Assessor's Records-- Shown on Map # Tax Lot #
Phone: Work Area ( ) Home Area ( )	Name of Subdivision Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:
Address:
Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
U.S. Coast Guard	Permit	-	8/21/81	-
Oregon Division of State Lands	Permit	-	9/11/81	-

NPP Form 358
OCT 1980
141-31-04-80 Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Ole J. Lilleoren
4121 S.E. Woodstock Blvd.
Portland, OR 97202

Ph. 775-3752

Dallas Troutman
2806 Arline Way
Eugene, OR 97403

Ph. 686-9152

Pony Village Properties
North Bend, OR 97459

Ph. 756-3191

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

All new and disturbed slopes will be seeded and mulched.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE _________ cubic yards annually, and 280 cubic yards for the total project.

☒ Riprap ☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE _________ cubic yards annually, and 333 cubic yards for the total project.

☐ Rock ☐ Gravel ☒ Sand ☒ Silt ☐ Clay

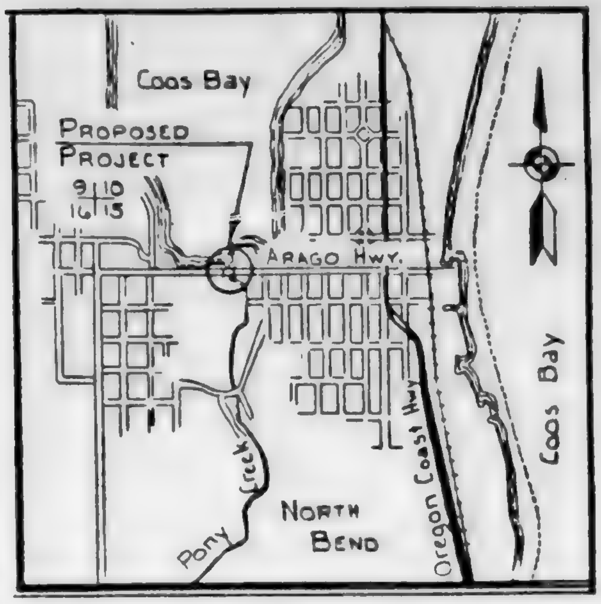
DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

Replacement of the Pony Creek Bridge on the Cape Arago Highway. The new structure will be built at the same location as the existing and on the same alignment. The existing bridge consists of three fixed spans and the replacement structure will be a single-span, precast concrete slab design. There will be approximately 333 cubic yards of excavation for the abutments and the placement of approximately 280 cubic yards of riprap for erosion control. The surplus material will be disposed of by the contractor out of the project area. Equipment that will be used dragline, bulldozer, bump trucks and other miscellaneous equipment.

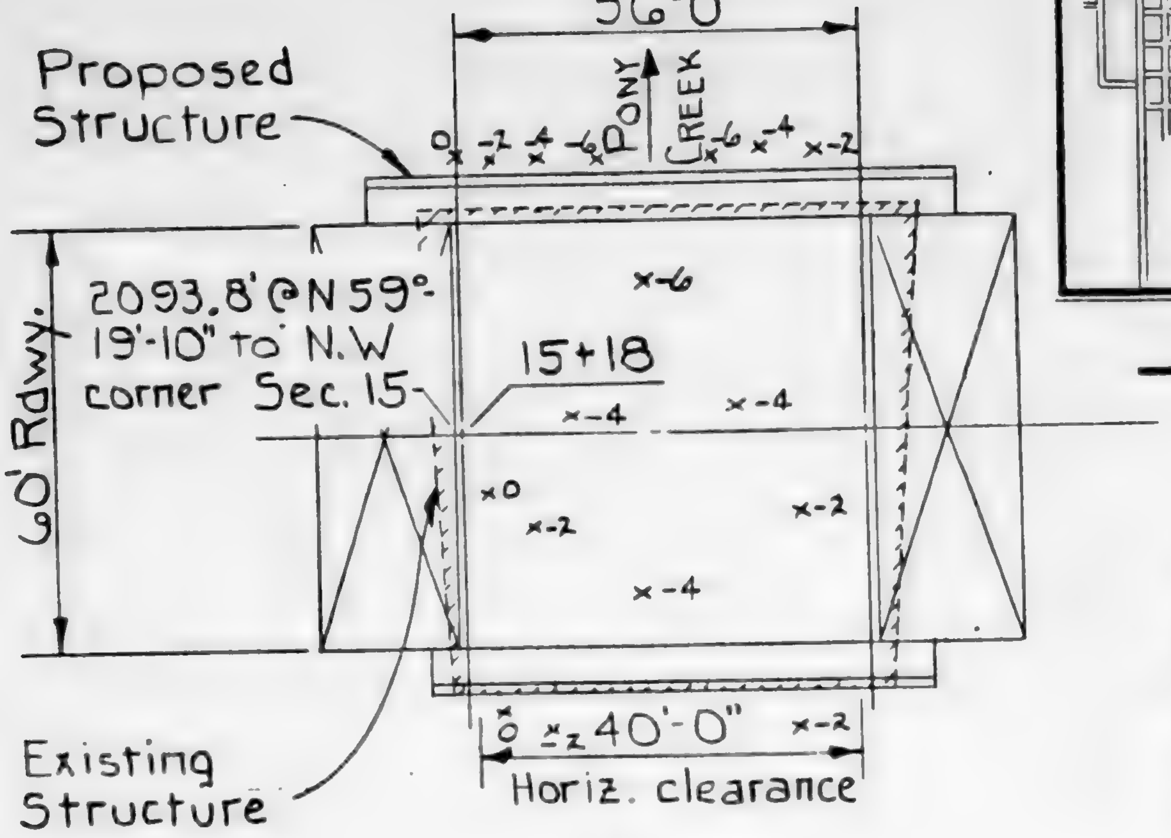
Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

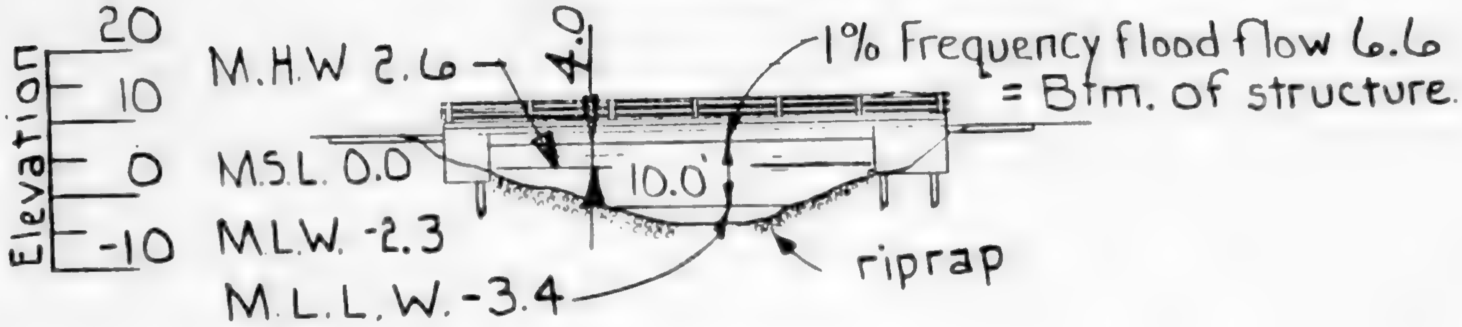
18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."


Coos Bay
Proposed Project
9|10
16|15
Arago Hwy.
Pony Creek
North Bend
Oregon Coast Hwy
Coos Bay

VICINITY MAP


56'-0"
Proposed Structure
PONY CREEK
0
-2
-4
-6
-6
-4
-2
60' Rdwy.
2093.8' @ N 59°
19'-10" to N.W
corner Sec. 15
15+18
-6
-4
-4
0
-2
-2
-4
0
±40'-0"
-2
Horiz. clearance
Existing Structure

PLAN


20
10
0
-10
Elevation
M.H.W 2.6
4.0'
1% Frequency flood flow 6.6
= Btm. of structure
M.S.L. 0.0
10.0'
M.L.W. -2.3
M.L.L.W. -3.4
riprap

ELEVATION

Datum: BM D 58, 1931
USC GS El. 63.78
Soundings in feet
below MSL

0 10 30 50 70 90

Scale = Feet

PROPOSED BRIDGE REPLACEMENT

IN: Pony Creek RIVER MILE: 1.2
AT: North Bend
COUNTY: Coos STATE: Oregon
APPLICANT: Oregon State Highway Division
DATE: September 1981 SHEET 1 of 1

August 21, 1981

DES 23
3225A

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Proposed Pony Creek Bridge Replacement
Bridge 3225A, River Mile 1.2
Cape Arago Highway
Coos County

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace the existing Pony Creek Bridge on the Cape Arago Highway.

While Pony Creek is not navigable under a practicable definition, it is affected by the tides at the bridge site, and a Coast Guard permit is required.

Legal authority for the bridge is found in the General Bridge Act of 1946, amended.

The existing bridge consists of three fixed spans: 19 feet, 26 feet, and 19 feet long, respectively. It will be replaced with a single fixed-span 56 feet in length. The new structure will be constructed at the same site and on the same alignment as the existing bridge. Additional right-of-way will not be required. The estimated cost will be $390,000 with no additional construction costs due to navigational requirements. Federal Highway Funds will be used on the project.

The existing bridge will be removed to below the streambed.

There will be approximately 150 cubic yards of excavation in the streambed. This area will be backfilled with approximately 150 cubic yards of Class 50 riprap to provide streambed protection at the bridge site.

Because the project is a replacement-in-kind, the goals of the Oregon Coastal Management Program are complied with. Construction of the project will be conducted in a manner that is consistent with the coastal management program.

Since new right-of-way will not be required for this project, it falls under the statewide categorical exclusion and no environmental documents will be prepared. The Federal Highway Administration has been contacted and they have given verbal approval for including the project in this category. The project will have minimal impacts on fish, wildlife and human environments. No 4F lands will be affected.

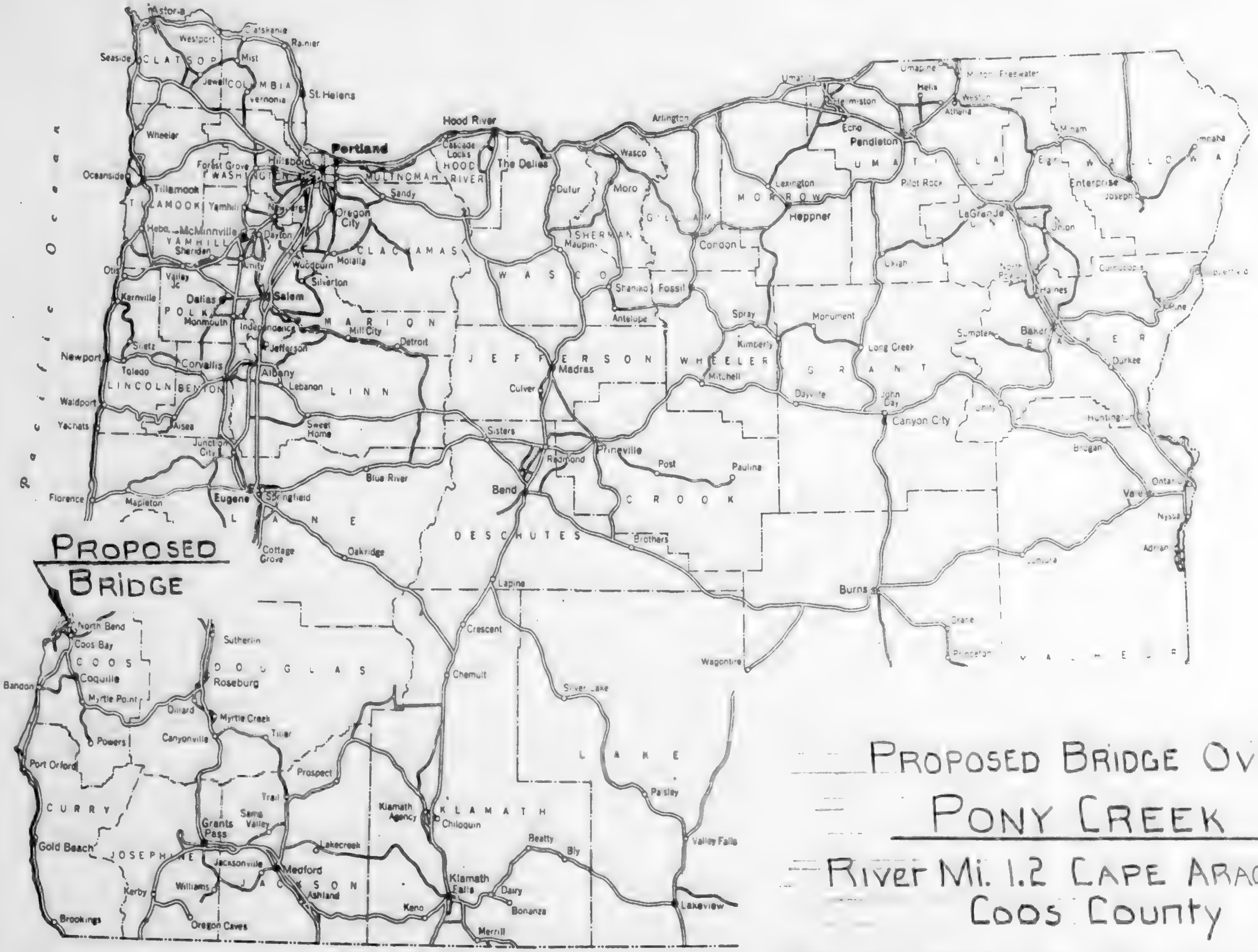
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Walter J. Hart
Gary Potter (enc.)
Don Keyes "
A. Shirley "

PAA:jrb ja



PROPOSED BRIDGE
Pacific Ocean
Astoria
Seaside
Portland
St. Helens
Hillsboro
Forest Grove
Tillamook
McMinnville
Salem
Dallas
Newport
Corvallis
Albany
Eugene
Springfield
Florence
Cottage Grove
Oakridge
North Bend
Coos Bay
Coquille
Bandon
Myrtle Point
Powers
Port Orford
Gold Beach
Brookings
Roseburg
Sutherlin
Myrtle Creek
Canyonville
Grants Pass
Medford
Ashland
Jacksonville
Klamath Falls
Chiloquin
Lakeview
Bend
Redmond
Prineville
Madras
Sisters
Hood River
The Dalles
Arlington
Pendleton
Heppner
Condon
Fossil
La Grande
Enterprise
Joseph
Baker
Burns
Canyon City
John Day
Ontario
Vale
Nyssa
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
WHEELER
GRANT
UMATILLA
UNION
WALLOWA
BAKER
MALHEUR

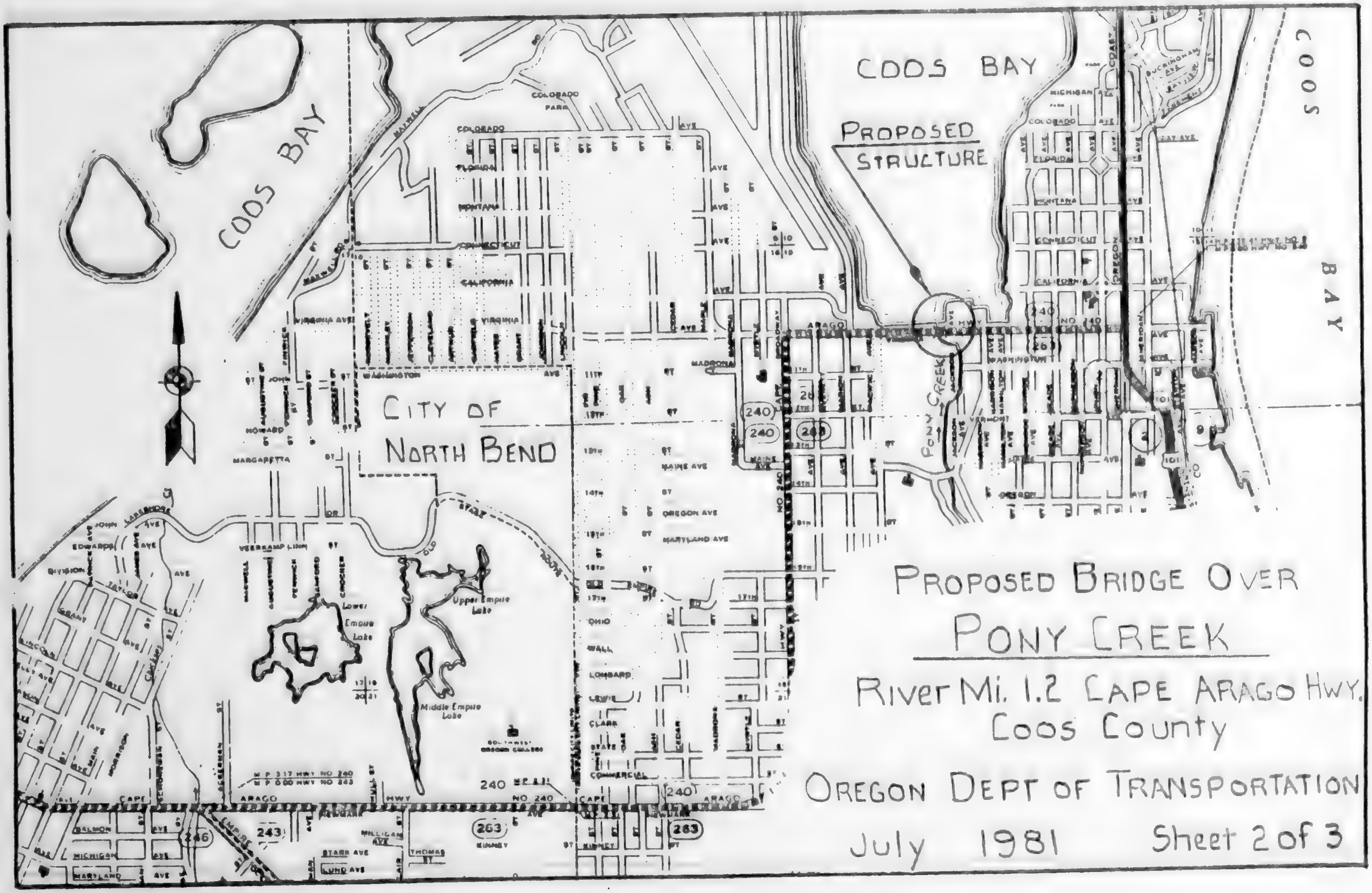
PROPOSED BRIDGE OVER

PONY CREEK

RIVER MI. 1.2 CAPE ARAGO HWY.
COOS COUNTY

OREGON DEPT. OF TRANSPORTATION

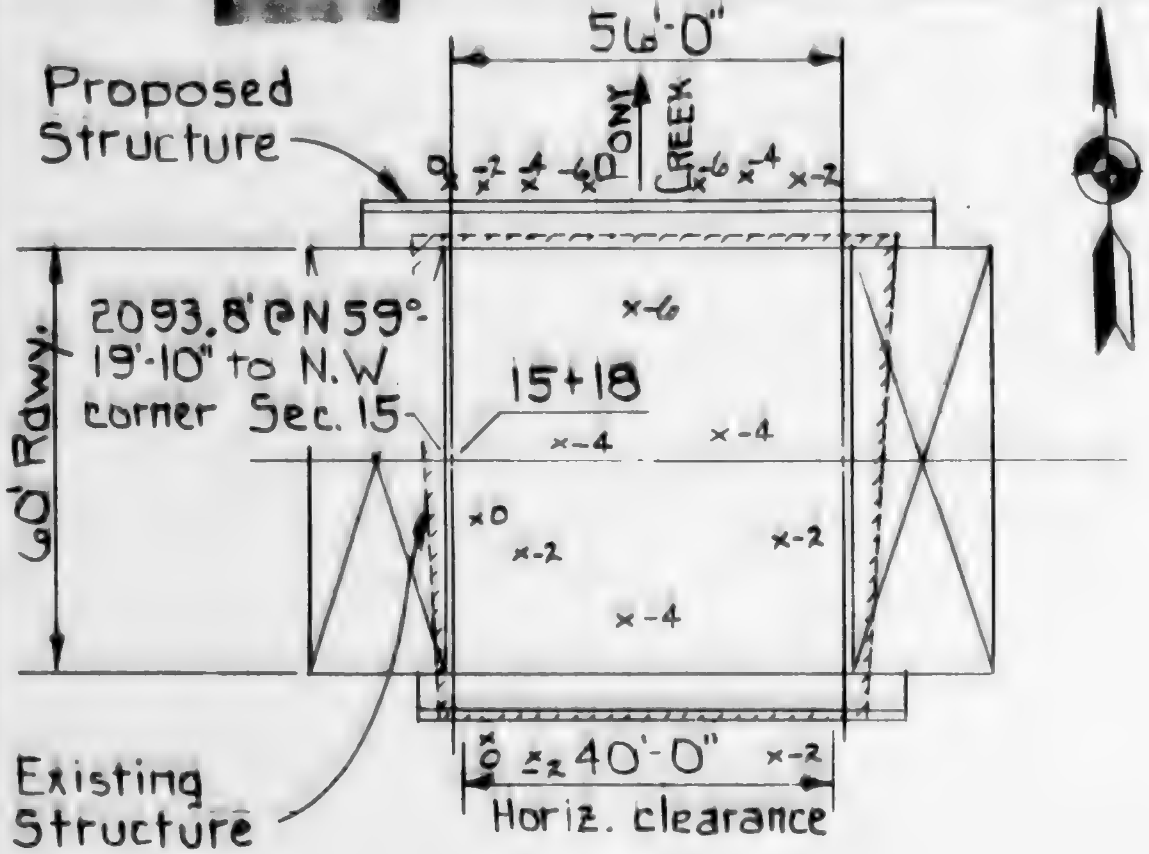
JULY 1981 Sheet 1 of 3


COOS BAY
CITY OF NORTH BEND
COOS BAY
PROPOSED STRUCTURE
PONY CREEK
COOS BAY
Upper Empire Lake
Lower Empire Lake
Middle Empire Lake

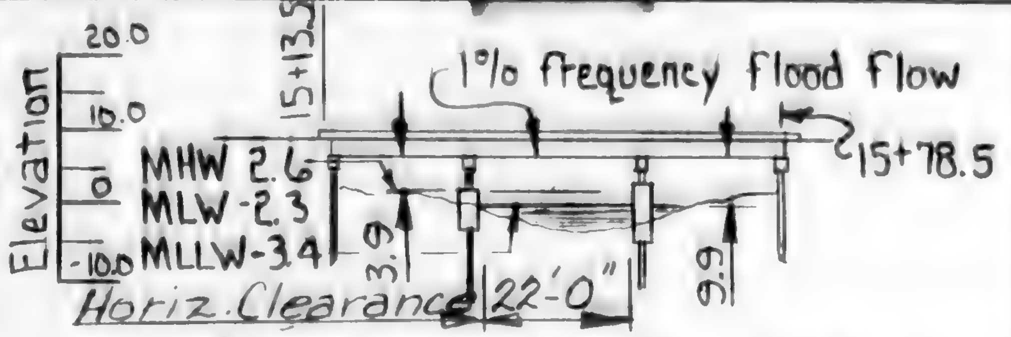
PROPOSED BRIDGE OVER
PONY CREEK

River Mi. 1.2 Cape Arago Hwy.
Coos County

Oregon Dept of Transportation
July 1981 Sheet 2 of 3


56'-0"
Proposed Structure
PONY CREEK
60' Rdwy.
2093.8' @ N 59°-19'-10" to N.W corner Sec. 15
15+18
x-6
x-4
x-4
x0
x-2
x-2
x-4
x-2
x-4
x-6
x-4
x-2
x0
x-2
x-2
40'-0"
Horiz. clearance
Existing Structure

PLAN

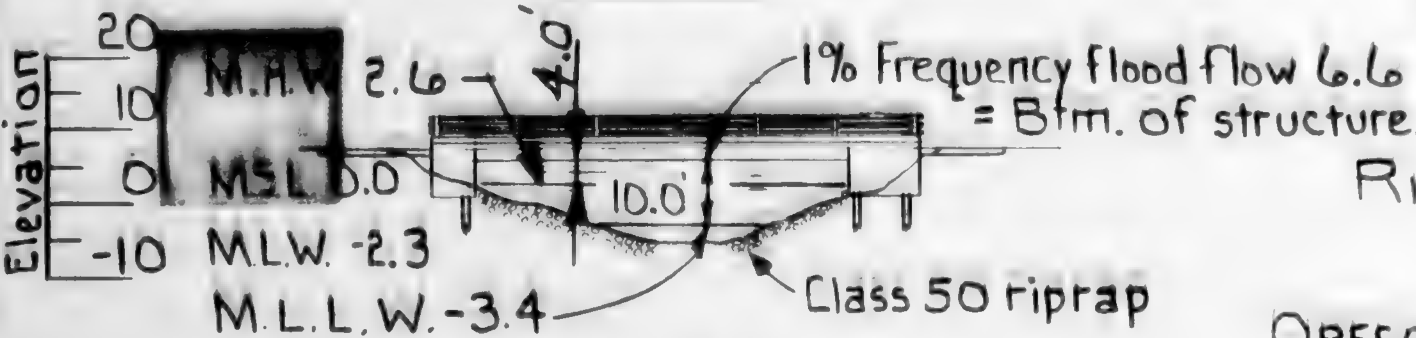

Elevation
20.0
10.0
0
-10.0
15+13.5
1% frequency flood flow
15+78.5
MHW 2.6
MLW -2.3
MLLW-3.4
3.9
9.9
Horiz. Clearance 22'-0"

ELEVATION - EXISTING STRUCTURE

Datum: BM D 58, 1931
USC GS El. 63.78
Soundings in feet
below MSL

0 10 30 50 70 90

Scale = Feet


Elevation
20
10
0
-10
M.H.W. 2.6
MSL 0.0
MLW -2.3
M.L.L.W. -3.4
4.0'
10.0'
1% Frequency flood flow 6.6 = Btm. of structure
Class 50 riprap

ELEVATION

PROPOSED BRIDGE OVER
PONY CREEK
River Mi. 1.2 Cape Arago Hwy.
Coos County
OREGON DEPT. OF TRANSPORTATION
July 1981 Sheet 3 of 3

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: March 5, 1981

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Pony Creek Bridge
Cape Arago Highway, M.P. 0.43
Coos County

The proposed project will replace an existing 64-foot long, 3-span timber structure consisting of two 19-foot spans with a 26-foot long center span. The existing structure is supported by pile bents. The new structure will be placed on the same alignment as the present structure.

HYDROLOGY

Pony Creek is a south-north tributary of Coos Bay and drains approximately 6.5 square miles above the bridge site. Flow from the upper 3.9 square miles of the drainage basin is regulated by Upper and Lower Pony Creek Reservoirs. Both reservoirs are owned and operated by the Coos Bay-North Bend Water Board. The primary purpose of the reservoirs is to store water for use as the municipal water supply for Coos Bay and North Bend. The reservoirs are not operated to provide flood control, but they do provide some flood control just because of the storage provided by the reservoirs. Listed below is the recurrence interval vs. peak discharge relationship for Lower Pony Creek Dam as determined by the Dam Safety Division of the Oregon Water Resources Department.

Recurrence Interval	Peak Discharge
5-year	305 cfs
10-year	350 cfs
25-year	420 cfs
50-year	465 cfs
100-year	510 cfs
500-year	620 cfs

The above values were then adjusted to include the additional 2.6 square miles of drainage area between the lower dam and the bridge site. This adjustment was made by adding the peak discharge for the 2.6 square miles as determined from the Middle Coast Basin chart in the OSHD Hydraulics Manual to the values listed above. The recurrence interval vs. peak discharge relationship for the 6.5 square mile area as determined by the above procedure is listed below.

Contains
Recycled
Materials
81-125-1987

Recurrence Interval	Peak Discharge
5-year	605 cfs
10-year	710 cfs
25-year	860 cfs
50-year	970 cfs
100-year	1080 cfs
500-year	1350 cfs

The U. S. Geological Survey has maintained a recording gage (gage number 14-324580, drainage area = 3.9 square miles) at Ocean Boulevard below Lower Pony Creek Dam since July 1975. Since then the maximum discharge has been 89 cfs. The available streamflow records at this location are of insufficient length for a reliable flood frequency analysis.

The highest water at this location is due to the tides and not the runoff from the drainage basin. Listed below are elevations (MSL datum) of the various tide planes for Empire, Oregon, which is the location of the nearest tide gage.

Highest Tide (estimated)	6.6
Mean Higher High Water	3.3
Mean High Water	2.6
Half Tide Level	0.2
Mean Low Water	-2.3
Mean Lower Low Water	-3.4
Lowest Tide (estimated)	-6.4

HYDRAULIC DESIGN

The design criteria chosen for this crossing was that the structure should not create more than 1.0 feet of backwater during the 100-year flood of 1080 cfs. The design tailwater used for this condition was the estimated highest tide of 6.6 feet (MSL).

The existing structure was analyzed for the above conditions and found to create 0.2 feet of backwater. With a tailwater of 6.6 feet (MSL) and a discharge of 970 cfs (50-year flood), the existing structure was found to create 0.1 feet of backwater.

Three alternates were investigated for this crossing: a bridge, a reinforced concrete box culvert, and multiple corrugated metal pipes. The table below lists the suggested structure sizes and the pertinent design data for each alternate. Preliminary information from the Foundation Unit indicate that the bridge alternate may be the only feasible alternate due to the nature of the supporting soil. Also there may be construction constraints which may make the CMP's or box culvert alternates unfeasible.

ALTERNATE DESCRIPTION	50-YEAR FLOOD			100-YEAR FLOOD			500-YEAR FLOOD		
	HEADWATER ELEVATION	AMOUNT OF BACKWATER	AVERAGE VELOCITY	HEADWATER ELEVATION	AMOUNT OF BACKWATER	AVERAGE VELOCITY	HEADWATER ELEVATION	AMOUNT OF BACKWATER	AVERAGE VELOCITY
Triple 9'-6" dia. CMP with mitered ends	7.3	0.7	4.6	7.5	0.9	5.1	8.0	1.4	6.4
Double 12'X8' RCBC	7.2	0.6	5.1	7.3	0.7	5.6	7.7	1.1	7.0
Bridge w/265 square foot waterway area below elev. 6.6	6.8	0.2	3.7	6.8	0.2	4.1	6.9	0.3	5.1

The above figures are valid for a tailwater elevation of 6.6 feet (MSL). The bridge waterway area is satisfied with a 25-foot clear span with vertical abutments. It is estimated that velocities as high as 7 ft./sec. could occur during the 50-year and 100-year floods during a low tide.

RIPRAP

It is suggested that any fresh embankment slopes be protected with an 18-inch blanket of Class 100 loose riprap. No toe trench or filter blanket will be required. It is felt that vertical bridge abutments will require no riprap protection since they will probably be pile supported, although any fresh embankment slopes associated with the abutments should be protected.

DWB:ge

Attachment

cc Frank Terpin w/att
Walt Hart "
Jack Davis "
A. Shirley "
D. Christensen "
Herb Schell, FHWA"

Versteeg
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
1 [illegible]
Wakarlig

RECEIVED
MAR 13 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	970	1080	1350	
	m^3/s				
Frequency – yrs.		50	100	500	
H.W. Elevation Natural Channel	ft.	—	—	—	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	3.7±	4.1±	5.1±	
	mps				
Headwater Elevation	ft.	6.8	6.8	6.9	
	m.				
Tailwater Elevation	ft.	6.6	6.6	6.6	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Pony Creek Bridge
Cape Arago Highway, M.P. 0.43
Coos County

COMPILED BY: Dave Bryson

DATE: March 13, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs m³/s	970	1080	1350	
Frequency – yrs.		50	100	500	
H.W. Elevation Natural Channel	ft. m.	—	—	—	
H.W. Elevation Channel Change	ft. m.	—	—	—	
Average Velocity	fps mps	5.1±	5.6±	7.0±	
Headwater Elevation	ft. m.	7.2	7.3	7.7	
Tailwater Elevation	ft. m.	6.6	6.6	6.6	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 12'x8' RCBC alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Pony Creek Bridge
Cape Arago Highway, M.P. 0.43
Coos County

COMPILED BY: Dave Bryson
DATE: March 13, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	970	1080	1350	
	m^3/s				
Frequency — yrs.		50	100	500	
H.W. Elevation Natural Channel	ft.	—	—	—	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	4.6±	5.1±	6.4±	
	mps				
Headwater Elevation	ft.	7.3	7.5	8.0	
	m.				
Tailwater Elevation	ft.	6.6	6.6	6.6	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Triple 9'-6" CMP Alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Pony Creek Bridge
Cape Arago Highway, M.P. 0.43
Coos County

COMPILED BY: Dave Bryson

DATE: March 13, 1981

4556

240

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pony Creek Bridge #3225A

HIGHWAY NAME: Cape Arago

HIGHWAY NUMBER: 240

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY North Bend
LENGTH 0.02	MILEPOST NUMBER 0.42 TO 0.44	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER SBRP

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace 60' wide X 64' long structure (Constructed 1941)

REFERRED TO
Beard
Cole ✓
Erikson
Hager
Staudenmeyer
Sample
Watson
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christensen
3 Olson
Sullivan
Turpin
Trout
4 Wakerlig

RECEIVED
MAR 3 1 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 18,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3-24-80
~~3-8~~
Frank E. Turpin

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	four 12-foot	same
SHOULDERS		
MEDIANS	one 12-foot left-turn lane	same
PARKING LANES		
SIDEWALKS	one five-foot, south side	two five-foot
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYB
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☐	☒	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☒
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream Pony Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☒	☐	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	■
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type Elec., Tele., Sewer, Water, TV, etc.

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT		STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐		☒	☐
RIGHT–OF–WAY	☐	N/A	☐	☐
CONSTRUCTION ENGINEERING	☐		☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	5.0
RECOMMENDED CONSTRUCTION DATE	____________ (Region)	F 3Q '83 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

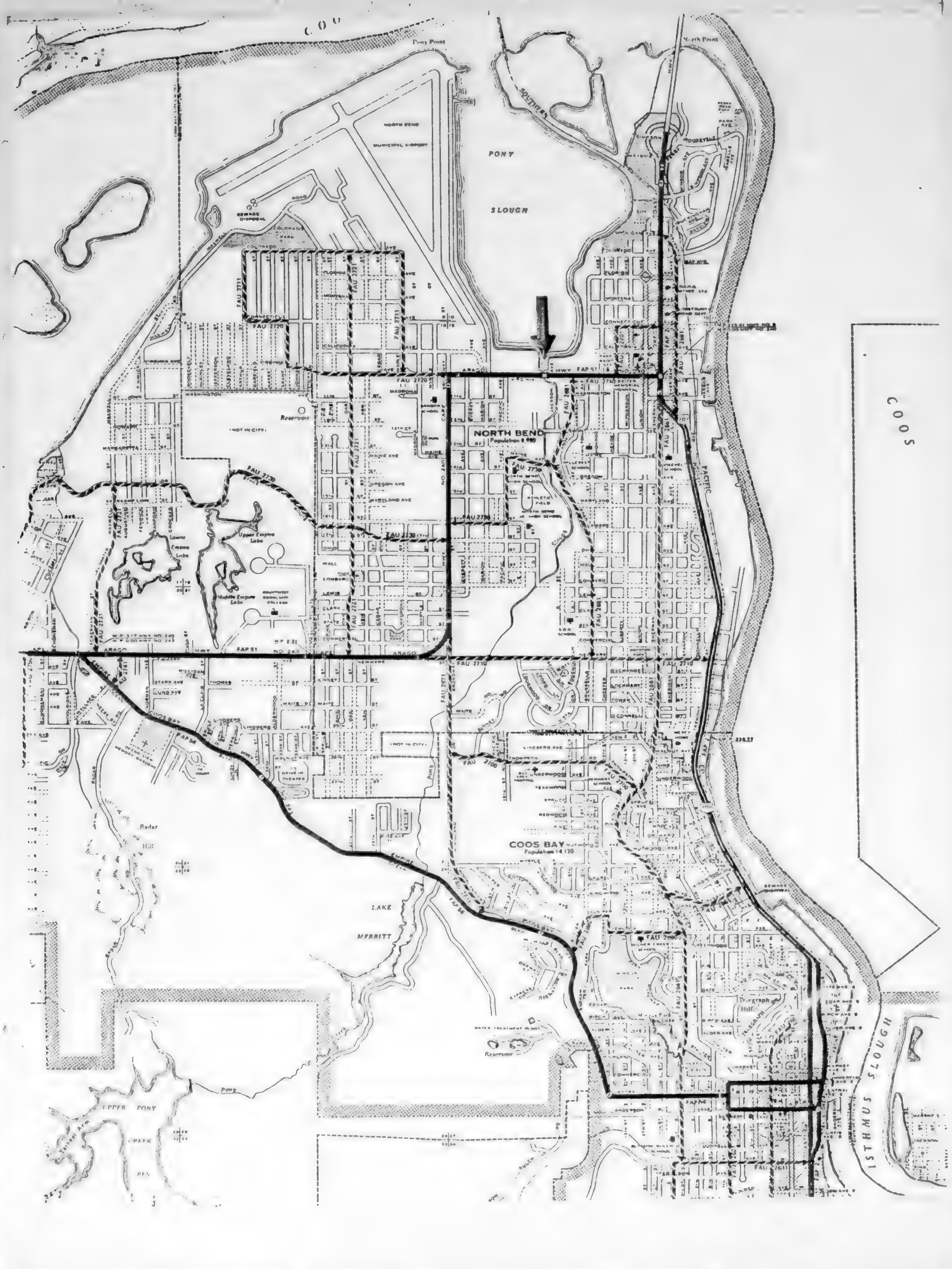
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		$ 30,600
RIGHT OF WAY		
TRAFFIC CONTROL		16,000
ILLUMINATION		
STRUCTURES		286,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 40%		114,000
PROJECT TOTAL		$ 446,600

SUBMITTED BY ______________________


COO
Pony Point
North Point
NORTH BEND MUNICIPAL AIRPORT
PONY
SLOUGH
SEWAGE DISPOSAL
COLORADO PARK
FAU 2731
FAU 2720
FAU 2721
FAU 2711
HWY FAP 51
ARAGO
FAU 2740
FAU 2681
NOT IN CITY
Reservoir
NORTH BEND
Population
FAU 2730
NORTH BEND HIGH SCHOOL
Upper Empire Lake
Lower Empire Lake
Middle Empire Lake
SOUTHWESTERN OREGON COMMUNITY COLLEGE
FAU 2710
FAU 2700
PACIFIC
COOS
FAP 56
COOS BAY
Population 14,130
LAKE
MERRITT
Telegraph Hill
ISTHMUS SLOUGH
Reservoir
WATER TREATMENT PLANT
UPPER PONY
CREEK
RES
Pony

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

WJ:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Dell

1982 C.O.I. Canal Bridge Sec. 9557
of Dodds Rd. approx. 9 mi. easterly
of Bend. (Grad. & Struc.)

C+A 7545 9-10-81

Smead®
No. 2-152-5L
HASTINGS, MN
SALES: CHICAGO, IL
[illegible]
U.S.A.

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139012

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 3/28/84

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 2727

CODE DESCHUC

	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
•		325	00			1,413.17
• DESCHUTES COUNTY						
• % NEIL HUDSON	209-1917	296	00	000		513.70
• DIRECTOR OF PUBLIC WORKS	209-1030	296	00	000		899.47
61000 ARNOLD MARKET RD	209-1917	297	00	000		(513.70)
BEND OR 97701	209-1030	297	00	000		(899.47)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: COI CANAL BRIDGE REPLACEMENT PROJECT - DODDS RD. FED. PROJ. NO.s BROS-900 (6) & (7).	
COUNTY'S SHARE PER ATTACHED ITEMIZED STATEMENT	12,813.17
LESS: COUNTY'S ADVANCE DEPOSIT	(11,400.00)
	1,413.17

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
MIKE SCHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR JANE HENSLEY PH:378-5035 PREPARER OF INVOICE

734-1150 (7-81)

9553

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER				139012
DATE 3/23/84	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 2727

BILL TO:

CODE DESCHUC

Deschutes County
c/o Neil Hudson
Director of Public Works
61000 Arnold Market Rd
Bend OR 97701

CREDIT DISTRIBUTION

325.00	1413.17
209-1917-296-00-000	513.70
209-1030-296-00-000	899.47
209-1917-297-00-000	<513.70>
209-1030-297-00-000	<899.47>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Billing : COI Canal Bridge Replacement Project - Dodds Rd. Fed. Proj. No.s BROS-900 (6) & (7)	
County's share per attached itemized statement	12,813.17
Less County's Advance Deposit	11,400.00
Balance Due from County	1,413.17

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Mike Schultz PH. 378-6514 FOR CORRECTNESS OF CHARGES
OR Jane Hensley PH. 378-5035 PREPARER OF INVOICE

DESCHUC Inv. 4319

Advance Deposit Amount	$ 11,400.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,000.00
Balance	$ 1,400.00
Transfer to Highway Fund	$ 1,400.00
Refund Due	$ -0-

AMOUNT DUE $ 1,413.17

SUBMITTED BY
J. Hensley

APPROVED BY
Frank R Griffin

734-1191 (9-81)

9557

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 12, 1984

COUNTY: Deschutes AGREEMENT NO: 7545 PROJECT NO: BROS-0900

CONTRACT NO: 9557 SECTION: C.O.I. Canal (Dodds Rd.) Bridge

PRELIMINARY ENGINEERING: PREFIX NO. 207-1917

	Participating	Non-Participating
Final Design	$ 1,338,13	$
Region Utility Liaison	4.57	
Location	40.89	
Project Management	204.25	
Specifications	1,095.52	
Administrative Services	21.03	
Environmental	37.31	
Free Bridge Design (No Cost to County)	2,510.65	
Right-of-Way Utility Eng.	4.88	
Hydraulics	369.66	
TOTAL P.E. COST	$ 5,626.89	$ 0.00
Free Bridge Design, Plans & Specs	(3,058.41)	
TOTAL PARTICIPATING P.E. COST	$ 2,568.48	

CONSTRUCTION: PREFIX NO. 209-1030

	Participating	Non-Participating
Work Performed by Contractor	$ 43,073.27	$ 250.00
Interest on Final Payment		39.27
Credit for Materials Sold or Transferred		(250.00) CR.
All Engineering Expense	3,244.94	2,353.35
Project Management	37.26	
Materials Testing Lab	1,829.16	
Technical Service	375.26	
Construction Branch Charges	210.91	
Region 4 Office Charges	763.46	
TOTAL CONSTRUCTION CHARGES	$ 49,534.26	$ 2,392.62

ITEMIZED STATEMENT CONTINUED...

SUMMARY:

Total Participating P.E. Cost	$ 2,568.48
Total Participating Const. Cost	49,534.26
Total Particpating Cost	$ 52,102.74

Less Federal Funds:

P.E. 80%	$ 2,054.78	
Const. 80%	39,627.41	$ (41,682.19)
County Share 20%		$ 10,420.55
Plus Nonparticipating Co. Cost		2,392.62
TOTAL COUNTY SHARE		$ 12,813.17
Less County Advance Deposit P.E. & Const. 11-19-82	($11,400.00) CR	$ (11,400.00)
BALANCE DUE FROM COUNTY		$ 1,413.17

MKS:bkb
3/12/84

7557

MKS /

By March 11, 1984

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE

COUNTY: Deschutes AGREEMENT NO: 7545 PROJECT NO: BROS-0900

CONTRACT NO: 9557 SECTION: C.O.I. Canal (Lofd's [illegible]) Bridge

Preliminary Engineering: Prefix No. 207-1917

	Participating	Non-Participating
Final Design (Road Work)	1,328.13	
Region Utility Liaison	4.57	
Location	40.89	
Project Management	204.25	
Specifications	1095.52	
Administrative Services	21.[illegible]3	
Environmental	37.31	
Free Bridge Design (No Cost to County)	2510.65	
Right-of-Way Utility Eng.	4.88	
Hydraulics	369.66	
Total P.E. Cost	$5626.89	0.00
Free Bridge Design, Plans & Specs	(3058.41)	
Total Participating P.E. Cost	$2568.48	

Construction: Prefix No. 209-1030

	Participating	Non-Participating
Work Performed By Contractor	$43,073.27	$250.00
Interest on Final Payment		39.27
Credit for Materials Sold or Transferred		250.00 Cr.
All Engineering Expense	3,244.94	2353.35
Project Management	37.26	
Materials Testing Lab	1829.16	
Technical Service	375.26	
[illegible] Charges	210.91	
Regional [illegible] Charges		
Total [illegible] Charges	$49,534.26	$2392.62

Summary

Total Participating P.E. Cost	$2568.48
Total Participating Const. Cost	49534.26
Total Participating Cost	$52,102.74

Less Federal Funds

P.E. 8[illegible]	[illegible]4.78	
Const.	37627.41	$(41,682.19)
[illegible]		10420.55
[illegible]		2392.62

RIGHT-OF-WAY UTILITY ENG.	4.08	
HYDRAULICS	369.66	
TOTAL P.E. COST	$ 5626.89	0.00
FREE BRIDGE DESIGN, PLANS & SPECS	(3058.41)	
TOTAL PARTICIPATING P.E. COST	$ 2568.48	

CONSTRUCTION: PREFIX No. 209-1030

	Participating	Non-Participating
WORK PERFORMED BY CONTRACTOR	$ 43,073.27	$ 250.00
INTEREST ON FINAL PAYMENT		39.27
CREDIT FOR MATERIALS SOLD OR TRANSFERRED		250.00 CR.
ALL ENGINEERING EXPENSE	3,244.94	2353.35
PROJECT MANAGEMENT	37.26	
MATERIALS TESTING LAB	1829.16	
TECHNICAL SERVICE	375.26	
CONSTRUCTION BRANCH CHARGES	210.91	
REGION 4 OFFICE CHARGES		
TOTAL CONSTRUCTION CHARGES	$ 49,534.26	$ 2392.62

SUMMARY

TOTAL PARTICIPATING P.E. COST		$ 2568.48
TOTAL PARTICIPATING CONST. COST		49534.26
TOTAL PARTICIPATING COST		$ 52,102.74
LESS FEDERAL FUNDS		
P.E. 80%	2054.78	
CONST 80%	39627.41	$ (41,682.19)
County Share 20%		10420.55
PLUS NON PARTICIPATING COUNTY COST		2392.62
TOTAL COUNTY SHARE		12,813.17
LESS COUNTY ADVANCE DEPOSIT		
P.E. & CONS 11-19-82	(11400.00) CK	$ 11,400.00
BALANCE DUE FROM COUNTY		$ 1413.11

NOTE: For ([illegible] unit only) 50% of Specs Cost was at no cost to County $547.76 only 1/2 was Free because there was a major amount of [illegible] work on this project. [illegible] 20% was added to [illegible] Free Bridge [illegible] ASK DIANE GULICK to MAKE CHANGE

MKS

HYDRAULICS		
TOTAL P.E. COST	$ 5626.89	0.00
FREE BRIDGE DESIGN, PLANS & SPECS	(3058.41)	
Total Participating P.E. COST	$ 2568.48	

CONSTRUCTION: PREFIX No. 209-1030

	Participating	Non Participating
WORK PERFORMED BY CONTRACTOR	$ 43,073.27	$ 250.00
INTEREST ON FINAL PAYMENT		39.27
CREDIT FOR MATERIALS SOLD OR TRANSFERRED		250.00 CR.
ALL ENGINEERING EXPENSE	3,244.94	2353.35
PROJECT MANAGEMENT	37.26	
MATERIALS TESTING LAB	1829.16	
TECHNICAL SERVICE	375.26	
CONSTRUCTION BRANCH CHARGES	210.91	
REGION 4 OFFICE CHARGES		
TOTAL CONSTRUCTION CHARGES	$ 49,534.26	$ 2392.62

SUMMARY

TOTAL PARTICIPATING P.E. COST		$ 2568.48
TOTAL PARTICIPATING CONST. COST		49534.26
TOTAL participating COST		$ 52,102.74
LESS FEDERAL FUNDS		
P.E. 80%	2054.78	
CONST 80%	39627.41	$ (41,682.19)
County share 20%		10420.55
PLUS NON Participating County COST		2392.62
TOTAL County SHARE		12,813.17
LESS County ADVANCE DEPOSIT		
P.E. & CONS 11-19-82	(11400.00) CK	$ 11,400.00

BALANCE DUE FROM COUNTY $ 1413.11

NOTE: FOR ([illegible] UNIT ONLY) 50% OF SPECS COST WAS AT NO COST TO COUNTY $ [illegible] only 1/2 WAS FREE [illegible] WAS A [illegible] AMOUNT [illegible]. Function 206 WAS [illegible] TO [illegible] THE BRIDGE [illegible] ASK DIANE [illegible] to MAKE CHANGE

[illegible]

209-1030

ORIGINAL .9557

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

11-14-83

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. BROS-900(7)

VOUCHER PERIOD From: 9-27-82 To: 11-14-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
51,926.88	49,534.26	80%	39,627.41	39,627.41	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By _______________ *Authorized Officer* _______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

_______________ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	C.O.I. Canal Bridge Dodds Road Deschutes County					
	Construction Type Code Y080 Structure, Bridge #16604 (Sta. 6+21 to Sta. 6+61)					
	Final Contract Payment Summary		Lump Sum		$43,073.27	
	Construction Engineering					
	State		All Required		6,460.99	
	Total Participating Project Cost				$49,534.26	
	Non Participating Project Cost					
	Final Contract Payment Summary		Lump Sum		$ 250.00	
	Interest on Final Payments		All Required		39.27	
SrO	#1 Transfer excess guard rail from contract to State		All Required		(250.00)	
	Construction Engineering		All Required		2,353.35	
	Total Non Participating Project Cost				2,392.62	
	Total Project Cost				$51,926.88	
	Prepared based on the Participating cost as shown on the Federal Billing as of 1-12-84					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JANUARY 1984        PAGE  182
                                                                                FISCAL              GRAND TOTAL      ACTIVE YRS
   DESCRIPTION                 PREFIX   FUNCTION SUB F. GR   CURRENT MONTH    YEAR TO DATE           TO DATE       BEG    END
                            209    1023    920     00 P 1                                              63.20       81     81
                            209    1023    928     00 N 1                                              34.49       81     82
                            209    1023    940     00 P 1                                           1,172.48       81     81
                            209    1023    941     00 P 1                                                .92       81     82
                            209    1023    942     00 P 1                                             882.27       81     82
                            209    1023    944     00 P 1                                             580.07       81     82
                            209    1023    945     00 P 1                                             264.41       81     82
                            209    1023    946     00 P 1                                             226.95       81     82
                                           TOT     P1                                             118,791.97
                                           TOT     N1                                                  67.58
                                          ** JOB TOTALS **             **                **       118,859.55  **

 LIT DESC R(MASTEN RD)BR    CONT NO 9287 * FA PROJ NOS BROS0900004 100                                         STATE
                            209    1024    201     00 P 1                                         120,651.52       81     82
                            209    1024    206     00 N 1                                              35.09       82     82
                            209    1024    296     00 N 9                       1,097.51CR        130,483.19CR     81     83
                            209    1024    297     00 N 9                       1,097.51           26,137.51       82     83
                            209    1024    298     00 N 9                                         104,345.68       81     83
                            209    1024    900     00 P 1                                           6,258.79       81     83
                            209    1024    900     00 N 1                                              16.00       81     81
                            209    1024    920     00 P 1                                              26.80       81     81
                            209    1024    940     00 P 1                                             775.68       81     81
                            209    1024    941     00 P 1                                                .92       81     82
                            209    1024    942     00 P 1                                           1,264.93       81     82
                            209    1024    944     00 P 1                                             504.76       81     82
                            209    1024    945     00 P 1                                             326.28       81     83
                            209    1024    946     00 P 1                                             591.81       81     82
                            209    1024    948     00 P 1                                              30.61       83     83
                                           TOT     P1                                             130,432.10
                                           TOT     N1                                                  51.09
                                          ** JOB TOTALS **             **                **       130,483.19  **

 C O I CANAL BRIDGE         CONT NO 9557 * FA PROJ NOS BROS0900007 100                                         STATE
                            209    1030    201     00 P 1                                          43,073.27       83     83
                            209    1030    201     00 N 1                                             250.00       83     83
                            209    1030    206     00 N 1                                              39.27       83     83
                            209    1030    290     01 N 1                                             250.00CR     83     83
                            209    1030    296     00 N 9      219.37           1,337.84           49,627.41CR     83     84
                            209    1030    297     00 N 9                                          10,000.00       83     83
                            209    1030    298     00 N 9      219.37CR         1,337.84CR         39,627.41       83     84
                            209    1030    900     00 P 1      274.22CR         2,343.62CR          3,223.37       83     84
                            209    1030    900     00 N 1      274.22           2,351.74            2,353.35       83     84
                            209    1030    920     00 P 1                                              37.26       82     83
                            209    1030    940     00 P 1                         204.03              647.53       83     83
                            209    1030    941     00 P 1                                             192.68       83     83
                            209    1030    942     00 P 1                                             988.95       82     83
                            209    1030    944     00 P 1                          62.07              375.25       82     83
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JANUARY 1984      PAGE  183

                                                                              FISCAL            GRAND TOTAL      ACTIVE YRS
    DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE          BEG   END
                            209   1030      945    00 P 1                                          210.91         83    83
                            209   1030      946    00 P 1                                          763.46         83    83
                            209   1030      948    00 P 1                               ADD TO 900  21.57         83    83
                                            TOT    P1           274.22CR         2,077.52CR      49,534.26
                                            TOT    N1           274.22           2,351.74         2,392.62
                                         ** JOB TOTALS **                 **       274.22  **    51,926.88  **

                                                                                                               STATE
 MONITOR CTY PVMT MK#2        CONT NO      FA PROJ NOS PMS 000S099 100                               28.87CR    80    82
                            211   1085      296    00 N 9                                             28.87     80    82
                            211   1085      298    00 N 9                                             14.64     80    80
                            211   1085      920    00 P 1                                             23.17     81    84
                            211   1085      948    00 P 1         8.94              8.94              37.81
                                            TOT    P1             8.94              8.94              37.81  **
                                         ** JOB TOTALS **         8.94  **          8.94  **

                                                                                                               STATE
 FOLEY SLOUGH(FRY LANE) BR    CONT NO 9525 * FA PROJ NOS BROS1300004 100
                            213   1067      201    00 P 1                                         74,761.39     82    83
                            213   1067      206    00 N 1                                             24.98     83    83
                            213   1067      296    00 N 9       269.98            1,759.99         84,780.48CR   82    84
                            213   1067      297    00 N 9                                         16,000.00     82    82
                            213   1067      298    00 N 9       269.98CR          1,759.99CR       68,780.48     82    84
                            213   1067      900    00 P 1       337.48CR            337.48CR        8,385.51     82    84
                            213   1067      900    00 N 1       337.48              337.48          2,614.66     82    84
                            213   1067      920    00 P 1                                             19.13     82    83
                            213   1067      940    00 P 1                                            888.75     82    83
                            213   1067      941    00 P 1        51.72              103.44            108.42     83    84
                            213   1067      942    00 P 1                                          1,145.55     82    83
                            213   1067      944    00 P 1                                            264.15     82    83
                            213   1067      945    00 P 1                                            177.73     82    83
                            213   1067      946    00 P 1                                            328.41     82    83
                                            TOT    P1           285.76CR            234.04CR       86,079.04
                                            TOT    N1           337.48              337.48          2,639.64
                                         ** JOB TOTALS **        51.72  **          103.44  **     88,718.68  **

                                                                                                               STATE
 POLALLIE CR-COOPER SPUR      CONT NO 9295 = FA P[illegible] NOS ERF00326001 100
                            214   1094      201    00 P 1                                        547,264.78     81    82
                            214   1094      206    00 N 1                                            828.24     82    82
                            214   1094      270    01 P 1                         1,459.35          3,118.58     81    83
                            214   1094      270    02 P 1                         1,302.68         13,452.90     81    83
                            214   1094      270    02 N 1                                          1,313.87     81    83
                            214   1094      296    00 N 9                         3,535.60CR      611,061.88CR   81    84
                            214   1094      298    00 N 9                         3,535.60        611,061.88     81    84
                            214   1094      900    00 P 1                                         42,245.70     81    83
                            214   1094      900    00 N 1                                             48.83     81    81
                            214   1094      920    00 P 1                                             16.52     81    81
                            214   1094      940    00 P 1                                          1,887.00     81    81
```

801
BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/23/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2	BROS-0902-001 APPR-117	26,389.56	32,986.95	32,986.95	80.00	26,389.56	26,389.56		
209-1022		PREFIX TOTALS	83,215.10	97,466.76	97,429.61		83,215.10	83,215.10		
209-1023	1#	BROS-0900-005 APPR-117	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033.58		
209-1024	1#	BROS-0900-004 APPR-117	104,345.68	130,483.19	130,432.10	80.00	104,345.68	104,345.68		
209-1030	1*	BROS-0900-007 APPR-117	39,627.41	51,926.88	49,534.26	80.00	39,627.41	39,627.41		
211-1085	1	PMS -000S-099 APPR-140	1,290.00	37.81	37.81	100.00	37.81	37.81		
213-1067	1*	BROS-1300-004 APPR-117	68,780.48	88,666.96	86,027.32	80.00	68,821.86	68,780.48	41.38 B	
214-1094	1	ERFO-0326-001 APPR-099	615,000.00	613,252.82	611,061.88	100.00	611,061.88	611,061.88		
215-1021	1#	RRP -000S-016 APPR-139	62,561.72	69,512.62	69,513.02	90.00	62,561.72	62,561.72		
215-1030	1#	PMS -000S-103 APPR-140	167,033.69	167,143.61	167,033.69	100.00	167,033.69	167,033.69		
215-1040	1	HES -000S-006 APPR-141				90.00				
215-1046	1	BROS-1500-003 APPR-117	145,416.00	51,091.84	50,939.09	80.00	40,751.27	40,751.27		
216-1048	1	PMS -000S-098 APPR-140	13,000.00	7,755.34	7,755.34	100.00	7,755.34	6,759.47		995.87
216-1049	1#	SOS -1600-001 APPR-680	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1053	1	BROS-1600-003 APPR-117	58,158.00	70,522.92	70,490.22	80.00	56,392.18	56,392.18		
216-1054	1	BHOS-1600-004 APPR-114	63,376.00	51,550.34	51,539.85	80.00	41,231.88	41,231.88		
218-1005	1	RRS -000S-005 APPR-138	54,705.00	59,354.46	59,354.46	90.00	53,419.01	53,419.01		
218-1011	1*	BROS-1800-005 APPR-117	141,993.34	177,491.68	177,491.68	80.00	141,993.34	141,993.34		
218-1040	1	RRS -2221-001 APPR-138	57,392.00	42,879.12	42,835.67	90.00	38,552.10	38,552.10		
218-1043	1#	RRO -000S-045 APPR-685	33,604.55	37,338.39	37,338.39	90.00	33,604.55	33,604.55		
220-1034	1#	RRS -6430-001 APPR-138	59,453.14	66,059.04	66,059.04	90.00	59,453.14	59,453.14		
220-1050	1	PMS -000S-106 APPR-140	309,355.00	271,706.20	271,323.05	100.00	271,323.05	271,323.05		
220-1055	1	BROS-2000-003 APPR-117	241,910.00	310,018.65	309,323.32	80.00	247,458.66	241,910.00	5,548.66 B	
220-1083	1	RRS -000S-020 APPR-138	122,589.00			90.00				
221-1018	1	BHOS-2100-005 APPR-114	141,548.00	149,172.78	149,095.15	80.00	119,276.12	119,276.12		
221-1019	1	BROS-2100-006 APPR-117				80.00				

9557

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

9557

REGION NO. 10	REPORT NO. 11-14-83	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT November 2, 1983	REPORT MADE BY C. T. Keasey, P.E., P.L.S.		PROJECT NO. BROS-0900(7)
COMPLETION DATE March 12, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY May 31, 1983	TIME ELAPSED 80 %	CONTRACT TIME 96 CD
APPROVED EXTENSIONS	LOCATION C.O.I. Canal Bridge Section of Dodds Road.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
NOV 14 '83
REFER TO
Keasey
FOR
Info | Invst | R/D | D/R | Sign | | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

The following work was performed:

a. Construction of roadway embankment at bridge ends.

b. Construction of Bridge No. 16604 over the C.O.I. Canal. Length: 40 feet, Roadway width: 31.5 feet.

c. Performance of additional and incidental work.

2. Contractor's Name: E. M. Waldron Sr. Construction, Inc.

3. Contract Amount: $44,734.14

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

cc. D. Allen
W. Robertson
J. Peterson
B. Church
W. Hart
D. Hanwell
D. Swan

Signature (SHD Official) C T Keasey

Title Constr. Engr.

CE — CAE — FOE — OCS — SCS — FEO
RECEIVED
NOV 15 1983
CONSTRUCTION SECTION
OK — CA — LS — TC — FE — CP

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE Original Signed by G. K. HOSSNER G. K. Hossner
TITLE Area Engineer — DATE 11/7/83	TITLE Field Operations Engr — DATE 11/14/83

FORM FHWA-1445 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9557 8

June 9, 1983

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

CON 5
#9557

Gentlemen:

On June 2, 1983, we wrote to you concerning release of final payment on Contract No. 9557 awarded to E. M. Waldron Sr. Construction, Inc. for work on the C.O.I. Canal Bridge (Dodds Road) in Deschutes County.

Final payment on this contract is $1,000.00. The total contract amount is $43,323.27. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: E. M. Waldron Sr. Construction, Inc.
64330 Bend-Redmond Highway
Bend, OR 97701

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Dale Allen

9557

FORM 734-3001

OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: C.O.I. CANAL BRIDGE	WEEK ENDING: April 9, 1983	SECTION PREFIX: 209-1030
NAME OF JOB: C.O.I. CANAL BRIDGE	HIGHWAY: Dodds Road	COUNTY: Deschutes
CONTRACTOR: E. M. WALDRON SR. CONSTRUCTION, INC.	KIND OF WORK: Grading and Structure	
DATE OF CONTRACT: November 19, 1982	CONTRACT NUMBER: 9557	FEDERAL AID PROJECT NUMBER: BROS - 0900 (7)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED:	ESTIMATED COMPLETION DATE: April 1, 1983
	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 101
PROJECT AUTHORIZATION: $ 51,449.59	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 84
EXCLUSIVE OF ENGINEERING: $ 46,953.18	ENGINEERING AUTHORIZATION: $ 4,493.41	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,953.18	ENGINEERING COST TO DATE: $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 78 %	DATE PROJECT WAS COMPLETED: March 12, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,734 cy				
TOTAL QUANTITIES CORRECTED TO DATE	1,734 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,750 cy				
AVERAGE DAILY QUANTITIES	cy				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	cy				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		0		Project Completed
MONDAY 4		0		
TUESDAY 5		0		
WEDNESDAY 6		0		
THURSDAY 7		0		
FRIDAY 8		0		
SATURDAY 9		0		

CE K
CAE
FOE
OCE
SCS
EO

RECEIVED
APR 11 1983
CONSTRUCTION
SECTION

OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week: Submitt semifinal

SIGNED W. W. Robertson LOCATION Bend
by Tom Eiguren

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9557

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-153	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Deschutes Project No. BROS-0900(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

C.O.I. Canal Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-82	0.008
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$51,450.00	$41,160.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 9, 1982

Federal-Aid Project
No. BROS-0900(7)

C.O.I. Canal Bridge
Dodds Road
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge #16604 (Sta. 6+21 to Sta. 6+61)

Mobilization		All Required	$ 2,000.00
Embankment in Place	1,734 Cu. Yd.	2.15	3,728.10
Guard Rail, Type 2A	288 Lin. Ft.	18.00	5,184.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 4	4 Each	300.00	1,200.00
Rail End Pieces, Type B	4 Each	25.00	100.00
Loose Riprap, Class 50	20 Cu. Yd.	25.00	500.00
Shoring, Cribbing, Etc.		All Required	700.00
Structure Excavation	55 Cu. Yd.	35.00	1,925.00
Structural Concrete, Class 3300 (20 C.Y.)		All Required	3,300.00
4'x40'/45' Prestressed Slabs	8 Each	2,274.63	18,197.04
Reinforcement (1,800 lbs.)		All Required	900.00
Metal Rail with Tubing	100 Lin. Ft.	40.00	4,000.00
			$ 44,734.14

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
	SUBTOTAL	$ 44,934.14
	Engineering	6,515.86
	TOTAL	$ 51,450.00

Length of Structure ------------- 0.008 mi.

Federal Funds -------------------$41,160.00
County Funds -------------------- 10,290.00
TOTAL $51,450.00

Group 1 100%
Contract No. 9557
Prefix: 209-1914
Prefix: 209-1030

7557

November 2, 1982

Neil Hudson
Director of Public Works
Deschutes County
61000 Arnold Market Road
Bend, Oregon 97701

Dear Mr. Hudson:

On October 28, 1982 we received a satisfactory bid from E. M. Waldron, Sr. Const., Inc., 64330 Bend-Redmond Hwy., Bend, Oregon 97701 for the C.O.I. Canal Bridge Replacement project on Dodds Road.

As described in our Construction-Finance Agreement No 7545, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$44,734.14
Anticipated Additional Item:		
Temporary Erosion Control		200.00
Subtotal		$44,934.14
Contingencies (4 1/2%)		2,022.04
Engineering (10%)		4,493.41
Estimated Construction Cost		$51,449.59
Estimated P.E. Cost	[illegible]	
Less: Free Bridge Design to Co.	[illegible]	$ 5,600.00
Basis for Computation of County Share		$57,049.59

COUNTY SHARE: 20% of $57,049.59 = $11,400

We will award the contract when we receive your advance deposit in the amount of $11,400, which should arrive not later than November 15, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

Faye Pitts, Acctg:
Chk rec'd
11-19-82
KEH

J. L. Swan, P.E.
Program Control Engineer

[illegible]
Attachment

cc w/o att. # 82-49: [illegible], Region 4
Terri Skoog - Please return completed AW # 82-49
when advance deposit is received.

Section COI CANAL BRIDGE Programm[illegible] Estimate $ ____
Highway Dodds Rd Project Length ____
County Deschutes Completion Time 120 CD
Kind of Work Grade & Structure Est. Comp. Date ____
Prefix 209-1914 Letting Date 10/28/82 Project No. BROS-0900(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 52,653

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200 ✓	
State Furnished ____		$ 200
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 52853 –
Contingencies (4-1/2%)		2378^{39}
Engineering ([redacted], 10%)		5285^{30}
~~Subtotal~~		$
[redacted] ____		
Estimated Net Authorization, Construction		$ $60,516^{69}$

APPROVED ____

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: COI Canal Bridge	County:			Sheet 1 of 1
Kind of Work:	Length:	Date:		Name: Day

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	4400
	Roadwork					
	Embankment in Place		CuYd	1,734	3^{50}	6069
	Guard Rail, Type 2A		LinFt	288	13^{00}	3744
	Guard Rail, Type 3		LinFt	100	28^{00}	2800
	Guard Rail Anchors, Type 4		Each	4	320^{00}	1280
	Rail End Pieces, Type B		Each	4	60^{00}	240
	Loose Riprap, Class 50		CuYd	20	16^{00}	320
	Structure					
	Shoring, Cribbing, Etc.		All	All	–	1000
	Structure Excavation		CuYd	55	20 -	1100
	Structural Concrete, Class 3300 (20 cy @ $300)		All	All	–	6000
	4'x40'/45' Prestressed Slabs		Each	8	2600 -	20,800
	Reinforcement (1800 lb @ 0^{50})		All	All	—	900
	Metal Rail with Tubing		LinFt	100	40 -	4000
						$52653

COST ANALYSIS UNIT. 8-23-82

THIS ENGINEERING ESTIMATE IS PRICED FOR

BID LETTING 10-28-82

734-1736 (8-81)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0900(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20037

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
C. O. I. Canal Bridge Section

11. GENERAL DESCRIPTION OF WORK
One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
SEP 29 '82
Orig to Hq
REFER TO Nicberg
FOR //

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

As requested in Mr. Swan's letter of 9/7/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $60,520 Federal Funds $48,416 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/23/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

209-1917

MEMORANDUM 9557

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation: 7-06-82

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-900(6)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/25/82 To: 9/26/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$5,626.89	$5,626.89	80%	$4,501.51	$4,501.51	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon 1/12/83
FORWARDED BY FHWA DIVISION OFFICE		Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	C.O.I. Canal (Dobbs Road) Bridge Section County Road in Deschutes County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$5,626.89	
	Total Participating Preliminary Engineering				$5,626.89	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD					

```
               209   1903     926       00 P 1                                                 2,455.29
               209   1903     927       00 P 1                                                 8,799.84
                              TOT       P1                                                    21,380.47
                              TOT       N1                                                         .90
                           ** JOB TOTALS **                 **                    **          21,381.37  **

 C01 CANAL(DODDS RD) BRIDGE    CONT NO     * FA PROJ NOS BROS0900006 100                                          STATE
               209   1917     296       00 N 9                          3,224.29CR           4,501.51CR
               209   1917     298       00 N 9                          3,224.29             4,501.51
               209   1917     905       00 P 1           4.50CR           310.35             1,338.13
               209   1917     906       00 P 1                                           ADD   365.65   To (2) Function
               209   1917     914       00 P 1                                                   4.57
               209   1917     918       00 P 1                                                  40.89




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 FEBRUARY 1983        PAGE  730

     DESCRIPTION                                                             FISCAL           GRAND TOTAL
                       PREFIX  FUNCTION SUB F. GR  CURRENT MONTH          YEAR TO DATE         TO DATE
               209   1917     920       00 P 1                                                 204.25
               209   1917     921       00 P 1                             1,095.52            1,095.52
               209   1917     922       00 P 1                                21.03               21.03
               209   1917     923       00 P 1                                                  37.31
               209   1917     927       00 P 1                               438.80            2,145.00
               209   1917     932       00 P 1                                 4.88                4.88
               209   1917     937       00 P 1                                44.45              369.66
                              TOT       P1               4.50CR            1,915.03            5,626.89
                           ** JOB TOTALS **              4 50CR**          1,915.03  **        5,626.89  **

 BNRP XING @ REED MARKET       CONT NO       FA PROJ NOS RRS 3240001 100                                          STATE
               209   1920     296       00 N 9                                40.68CR             40.68CR
               209   1920     298       00 N 9                                40.68               40.68
               209   1920     920       00 P 1                                18.17               18.17
               209   1920     932       00 P 1                                27.03               27.03
                              TOT       P1                                    45.20               45.20
                           ** JOB TOTALS **                 **                45.20  **           45.20  **

 DESCHUTES CO PAVEMNT MRKINGS  CONT NO     * FA PROJ NOS PMS 000S066 100                                          STATE
               209   1975     296       00 N 9                                                   116.10CR
               209   1975     298       00 N 9                                                   116.10
               209   1975     905       00 P 1                                                   116.10
                              TOT       P1                                                       116.10
                           ** JOB TOTALS **                 **                    **             116.10  **

 FERGUSON RD-TEKAMPE RD        CONT NO 0000 * FA PROJ NOS CG  0900001 100                                         STATE
               209   1980     296       00 N 9                                                 8,301.00CR
               209   1980     297       00 N 9                                                 1,703.79
               209   1980     298       00 N 9                                                 6,597.21
               209   1980     901       00 P 1
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/31/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
205-1996	1	PMS -000S-109 APPR-140	5,700.00	5,111.84	5,089.94	100.00	5,089.94	5,089.94		
206-1935	1#	RROO-000S-032 APPR-686	98.50	109.44	109.44	90.00	98.50	98.50		
206-1939	1	SOS -0600-001 APPR-680	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
207-1930	1	BROS-0700-003 APPR-117	8,560.00	9,442.74	9,442.74	80.00	7,554.19	7,554.19		
207-1932	1	BHOS-0700-005 APPR-117	14,400.00	10,048.10	10,048.10	80.00	8,038.48	7,950.30		88.18
207-1981	1#	OS -0700-001 APPR-627	44,892.01	52,552.71	52,321.69	85.80	44,892.01	44,892.01		
207-1987	1#	SOS -0700-002 APPR-680	1,727.16	3,303.48	1,958.67	88.18	1,727.16	1,727.16		
209-1902	1	BROS-0900-005 APPR-117	12,560.00	15,430.77	15,430.77	80.00	12,344.62	12,344.62		
209-1903	1	BROS-0900-004 APPR-117	16,800.00	21,381.37	21,380.47	80.00	17,104.38	16,800.00	304.38 B	
209-1917	1#	BROS-0900-006 APPR-117	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4,501.51		
209-1920	1	RRS -3240-001 APPR-138	1,800.00	45.20	45.20	90.00	40.68	40.68		
209-1975	1#	PMS -000S-066 APPR-140	116.10	116.10	116.10	100.00	116.10	116.10		
209-1980	1#	OS -0900-001 APPR-627	6,597.21	7,701.00	7,689.06	85.80	6,597.21	6,597.21		
209-1991	1	SOS -0902-001 APPR-680	7,356.00	8,934.11	8,934.11	85.77	7,662.79	7,356.00	306.79 B	
211-1999	1	PMS -000S-099 APPR-140	200.00	91.09	91.09	100.00	91.09	91.09		
212-1997	1#	OS -1200-001 APPR-627	35,967.00	47,166.33	41,919.58	85.80	35,967.00	35,967.00		
213-1905	1#	BROS-1300-003 APPR-117	10,927.17	13,769.45	13,726.96	80.00	10,981.57	10,927.17	54.40 B	
213-1995	1#	SOS -1300-002 APPR-680	8,370.70	9,756.06	9,756.06	85.80	8,370.70	8,370.70		
215-1903	1	HES -000S-006 APPR-141				90.00				
15-1955	1#	OS -1500-002 APPR-627	7,460.00	17,437.41	8,694.64	85.80	7,460.00	7,460.00		
215-1965	1#	RRS -3840-001 APPR-138	2,148.26	2,510.18	2,386.95	90.00	2,148.26	2,148.26		
215-1966	1	RRP -000S-016 APPR-139	1,800.00	144.34	144.34	90.00	129.91	129.91		
215-1970	1#	RRS -000S-003 APPR-138	1,205.06	1,338.96	1,338.96	90.00	1,205.06	1,205.06		
215-1971	1#	RRS -000S-004 APPR-138	74.88	83.20	83.20	90.00	74.88	74.88		
215-1994	1	BROS-1500-003 APPR-117	19,440.00	15,756.30	15,756.30	80.00	12,605.04	12,605.04		
216-1972	1#	RRO -000S-033 APPR-685	343.51	381.68	381.68	90.00	343.51	343.51		

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

September 7, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 20037
BROS-0900(7)
C.O.I. Canal Bridge Section
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to received bids for the project on October 28, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $60,520 with an obligation of $48,416 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bks
Attachments

cc: Dale D. Allen, Region 4
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 7, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., Approx. 11 mi. S.E. of Bend 65	**ADT**	PRESENT 340	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 23	NUMBER 7 0900

CARD 4

CLASS OF FEDERAL FUNDS: Bridge Replacement (Optional 20% Off-System/On-System)

NAME OF URBAN AREA: ---- 17-31

COUNTY NAME: Deschutes

CO

ROUTE NO. N | FEDERAL-AID: Non (32) | STATE: Co. Rd. * (36) | (37) U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"C.O.I. Canal Bridge Section"	0.009	60,520	48,416		12,104

CARD 1	CODE 1	PREPARED BY	DRH	PROJECT TOTALS	0.009	60,520 (16) (23)	48,416 (24) (33)
1	14	PROGRAM APPROVAL DATES	9-25-81				

12,104

REMARKS
Additional Data: Item No. 200
No. BROS-090

*Dodds Rd.

209-1917

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

September 7, 1982

T LOCATION (45 typewriter spaces) Rd., Approx. 11 mi. S.E. of Bend 65	ADT	PRESENT 340	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 117 (4) (9)	ITEM NO. 20037 (14) (18)

RK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (65) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BROS- 14 23	NUMBER 0900 7	SEQ. NO. (7) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

t (Optional 20% Off-System/On-System)

COUNTY NAME: Deschutes
CODE: 017 (14) (16)

ROUTE NO.: N
FEDERAL-AID: Non (32)
STATE: Co. Rd. * (36)
U.S.: --- (37) (41)

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W								
NST E) 0		"C.O.I. Canal Bridge Section"	0.009	60,520	48,416		12,104	ROW-60' normal; Access Control-none; Parking Restrictions-none.
	DRH	PROJECT TOTALS	0.009	60,520 (16) (23)	48,416 (24) (33)		12,104	

VAL DATES

9-25-81

*Dodds Rd.

REMARKS
Additional Data: Item No. 20037; Project No. BROS-0900(6).

-over

USCOMM DUSCOMM-DC 48905-P61

C.I.O. Canal (Dodds Rd.) Bridge Section

Remarks continued:

Project Data: Work for this project consists of construction one 50' prestressed concrete slab span bridge (No. 16604A) with roadway width of 31' 6" and incidental work common to this type of project. County forces to construct road approaches and remove existing bridge.

Accommodation of Utilities: A State-County Agreement No. 7545 complying with paragraph 6d(1) of PPM 30-4.1 was executed August 24, 1981.

Maintenance: A State-County Agreement No. 7545 complying with Section 116, Title 23 U.S.C. was executed August 24, 1981.

Note:
1) This project is in Congressional District No. 2.
2) Included in FY '82 AP in Preliminary 6 Yr. HIP on page 73.
3) The sufficiency rating of existing bridge (No. 16604) is 23.0.

DESCHUTES COUNTY

DEPARTMENT OF PUBLIC WORKS
61150 S.E. 27th ST. • BEND, OREGON 97702
GENERAL SERVICES (503) 388-6581
ENGINEERING (503) 388-6591

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 28 1982 RDE
RSO REGION 4 RBE
ASSIGNED

July 26, 1982

Mr. John Hagedorn
Region Federal Aid Specialist
PO Box 5309
Bend, OR 97708

Dear John:

This letter will confirm our earlier conversation relative to the Dodds Road Bridge Project.

Please be advised that permission is granted to use county-owned material from Dodds Pit necessary to construct those portions of the fill area needed to install the guard rail.

The legal description of Dodds Pit is as follows:

The SE¼ SE¼ Section 6 and the NE¼ NE¼ Section 7, T18S R14E, EWM.

If we may be of further service to you in this matter, please do not hesitate to call us.

Sincerely,

Dave [illegible] for

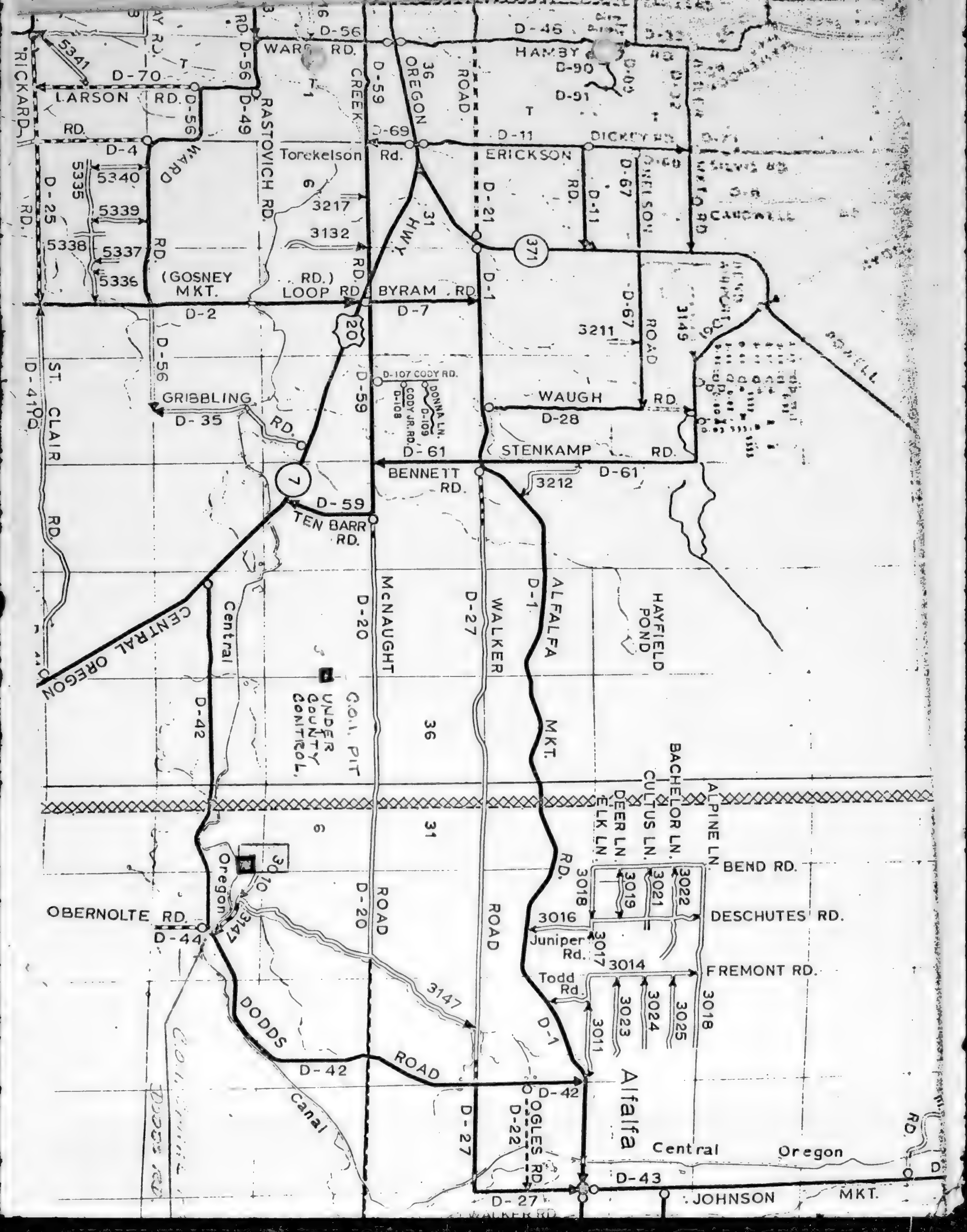
Neil K. Hudson
Director of Public Works

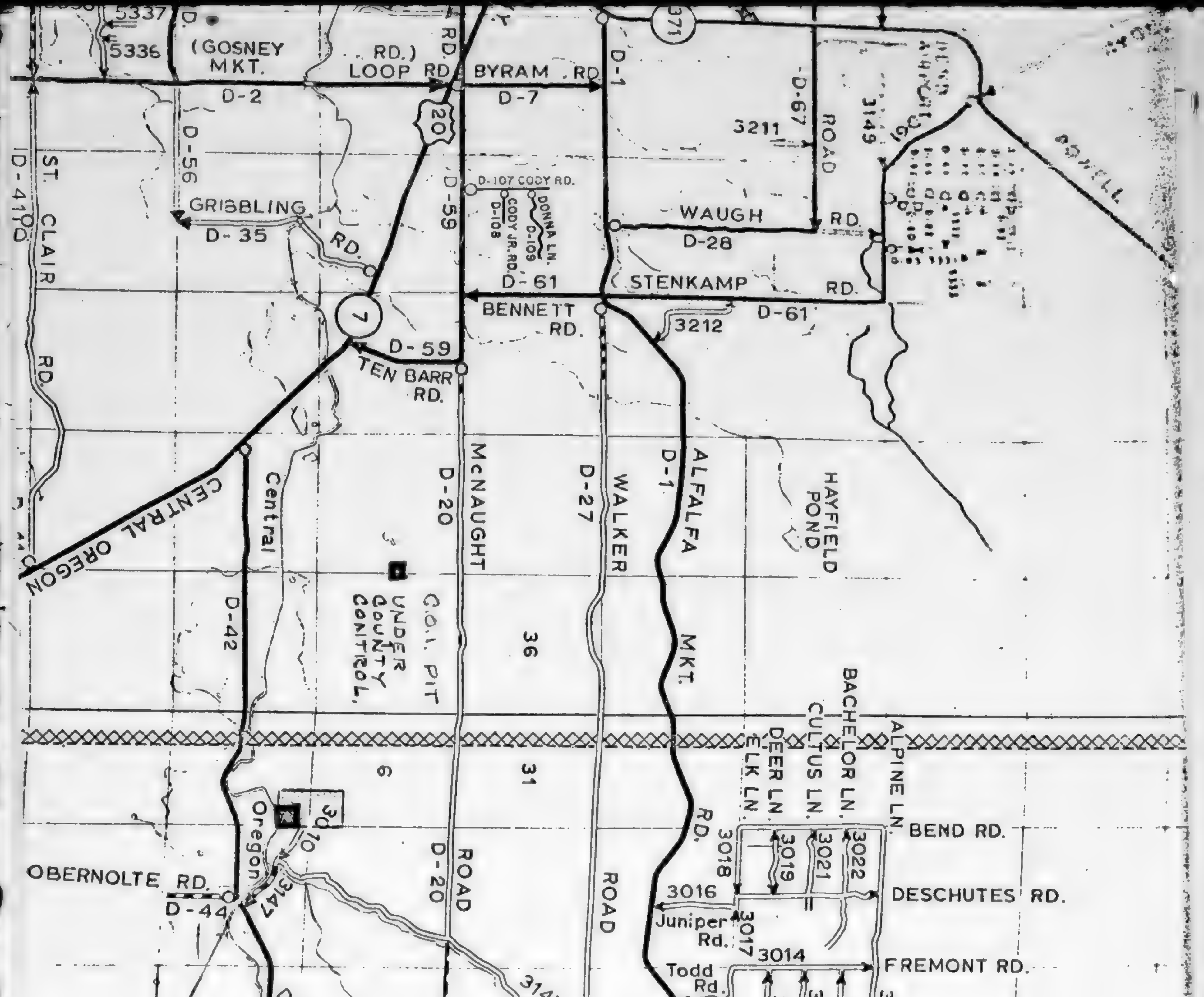
NKH:CP:DH:dd

Versteeg
Anderson
Copy Adams
Olson
1 Sullivan ✓
Terpin
Copy [illegible]
Wekerlig
Dee

RECEIVED
AUG 2 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action


RICKARD RD.
5341
D-70
LARSON RD.
D-56
D-49
RASTOVICH RD.
WARD RD.
D-56
D-4
5340
5339
5337
5336
5335
5338
D-25
(GOSNEY RD.)
MKT. LOOP RD.
D-2
D-41
ST. CLAIR RD.
D-56
GRIBBLING RD.
D-35
7
CENTRAL OREGON
Central
D-42
Oregon
OBERNOLTE RD.
D-44
3147
DODDS ROAD
D-42
Canal
WARD RD.
D-56
D-59
CREEK RD.
D-69
Torekelson Rd.
6
3217
3132
20
BYRAM RD.
D-7
D-59
D-107 CODY RD.
CODY JR. RD.
D-108
DONNA LN.
D-109
D-61
D-59
TEN BARR RD.
BENNETT RD.
McNAUGHT
D-20
UNDER COUNTY CONTROL
C.O.I. PIT
36
6
31
D-20 ROAD
D-27
36 OREGON HWY. 31
ROAD
D-21
D-11
ERICKSON
D-46
HAMBY
D-90
D-91
DICKEY RD.
D-11
D-67
NELSON
RD.
371
D-1
D-67
3211
ROAD
3149
WAUGH RD.
D-28
STENKAMP RD.
D-61
3212
D-27
WALKER ROAD
D-1
ALFALFA MKT. RD.
HAYFIELD POND
ALPINE LN.
BACHELOR LN.
CULTUS LN.
DEER LN.
ELK LN.
BEND RD.
3018
3019
3021
3022
DESCHUTES RD.
3016
Juniper Rd.
3017
3014
FREMONT RD.
Todd Rd.
3011
3023
3024
3025
3018
D-1
D-42
Alfalfa
OGLES RD.
D-22
D-27
WALKER RD.
Central Oregon
D-43
JOHNSON MKT.
RD.
CARDWELL
SILVIS RD.
POWELL


5337
5336
(GOSNEY MKT. RD.)
LOOP RD.
BYRAM RD.
D-2
D-7
20
371
D-1
D-67
ROAD
3211
3149
D-56
ST. CLAIR RD.
D-41
D-59
D-107 CODY RD.
D-108
CODY JR. RD.
D-109
DONNA LN.
GRIBBLING RD.
D-35
WAUGH RD.
D-28
D-61
STENKAMP RD.
D-61
7
BENNETT RD.
3212
POWELL
D-59
TEN BARR RD.
CENTRAL OREGON
Central
D-42
McNAUGHT ROAD
D-20
WALKER ROAD
D-27
ALFALFA MKT. RD.
D-1
HAYFIELD POND
C.O.I. PIT UNDER COUNTY CONTROL
36
31
6
Oregon
3010
OBERNOLTE RD.
D-44
3147
ALPINE LN.
BACHELOR LN.
CULTUS LN.
DEER LN.
ELK LN.
BEND RD.
3018
3019
3021
3022
DESCHUTES RD.
3016
Juniper Rd.
3017
3014
FREMONT RD.
Todd Rd.
3023
3024
3025
3018
3011
DODDS ROAD
D-42
3147
D-1
D-42
Alfalfa
Canal
D-27
D-22
OGLES RD.
Central Oregon
D-43
RD.
D
D-27
WALKER RD.
JOHNSON MKT.
WILLARD RD.
D-29
HORSELL RD.
D-72
D-40
SCHMIDT RD.
D-72
D-20
1
36
COUNTY LINE RD.
D-71

9557

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: June 14, 1982

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: C.O.I. Canal (Dodds Road) Bridge
Dodds Road
Deschutes County

The proposed project will replace an existing 34-foot long timber structure consisting of two 17-foot long spans. The new structure will be placed on a new alignment approximately 100 feet upstream from the existing structure.

HYDROLOGY

The proposed project crosses the Central Oregon Irrigation Canal which is under the jurisdiction of the Central Oregon Irrigation District in Redmond. Bob Anderson, District Manager, stated that the flow is regulated to a maximum discharge of 400 cfs at the proposed crossing. Irrigation water will run continuously from April 11 to October 22. From October 22 to April 11 a domestic run lasting about five days will be held each month beginning around the 15th of each month.

HYDRAULIC DESIGN

This crossing is designed for a discharge of 400 cfs with an estimated highwater elevation of 84.0 feet.

The proposed 40-foot long single-span structure supported on vertical abutments was analyzed and found to create no backwater during the design discharge. This structure provides a normal waterway area of 75 square feet below the design highwater elevation.

RIPRAP

No riprap protection will be necessary.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Herb Schell, FHWA "
Dale Allen w/attachment
Don Adams "
Don Harwell "

G
MH

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	400			
	m^3/s				
Frequency — yrs.		N.A.	100		
H.W. Elevation Natural Channel	ft.	84.0			
	m.				
H.W. Elevation Channel Change	ft.	—			
	m.				
Average Velocity	fps	5.3±			
	mps				
Headwater Elevation	ft.	—			
	m.				
Tailwater Elevation	ft.	—			
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

C. O. I. Canal (Dodds Rd.) Bridge
Dodds Road
Deschutes County

COMPILED BY: Dave Bryson
DATE: June 10, 1982

7557 -

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

STATE OF

DEPARTMENT OF T

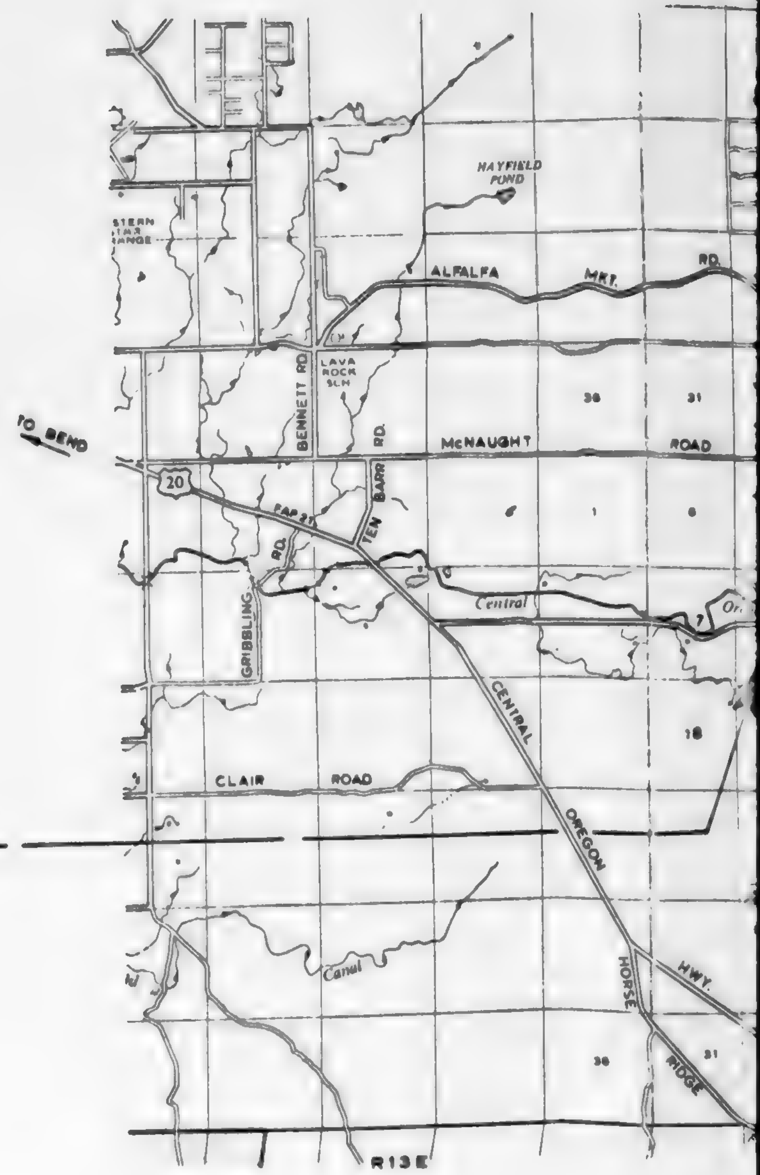
STATE HIGHW

PLANS FOR PROP

C.O.I. CANAL BR

DODDS

DESCHUTES


HAYFIELD POND
ALFALFA MKT. RD.
LAVA ROCK SCH
BENNETT RD.
TO BEND
McNAUGHT ROAD
20
TEN BARR RD.
GRIBBLING RD.
Central
CENTRAL OREGON HWY.
CLAIR ROAD
HORSE RIDGE
Canal
R13E
36
31
6
1
18
36
31

BEGINNING OF PROJECT
Sta. 0+00

Sketc

Scale 0

E OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

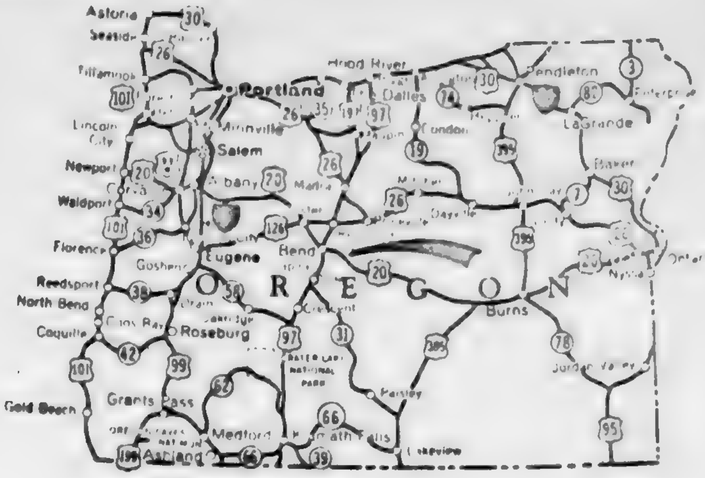
OR PROPOSED PROJECT

PRELIMINARY COPY
APR 15 1982
SUBJECT TO CHANCE
FINAL DESIGN UNIT

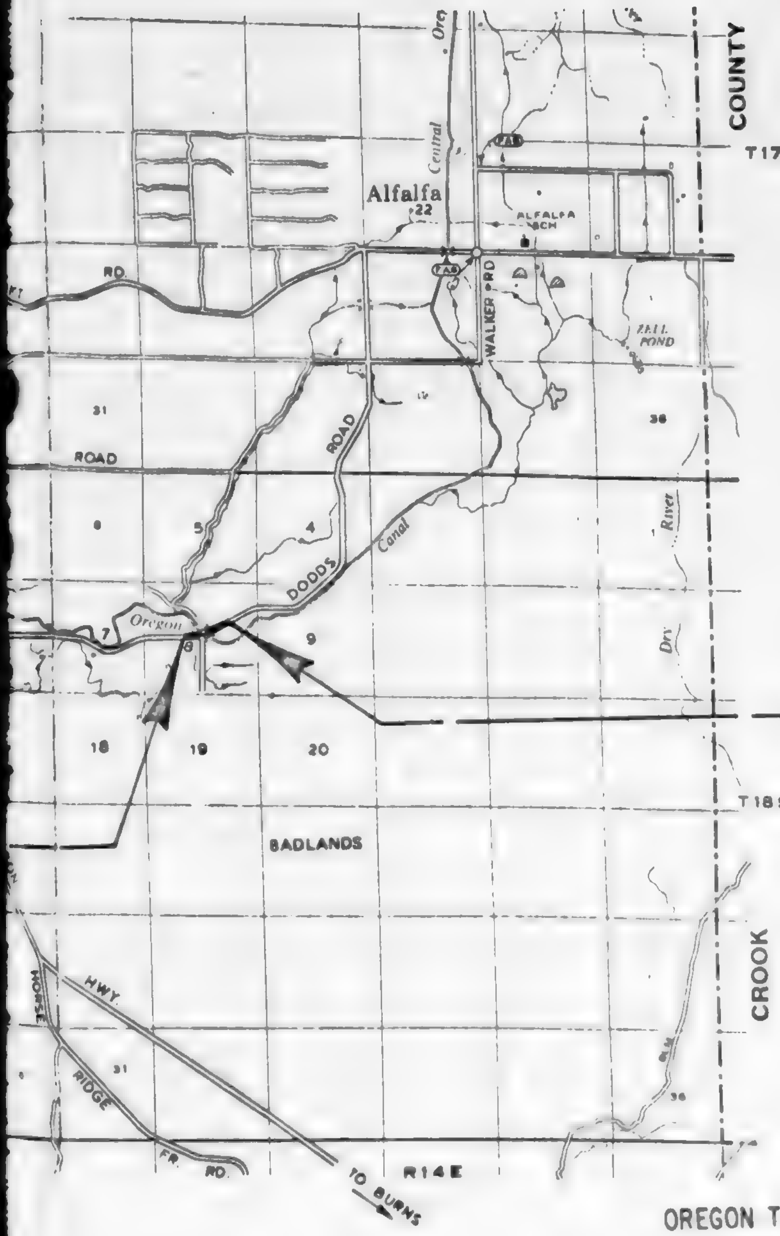
C.O.I. CANAL BRIDGE SECTION DODDS ROAD DESCHUTES COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

L BRIDGE SECTION
ODDS ROAD
SCHUTES COUNTY



Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
McMinnville
Salem
Albany
Eugene
Goshen
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Condon
Pendleton
La Grande
Baker
Ontario
Nyssa
Bend
Crescent
Burns
Jordan Valley
O R E G O N
30
26
101
20
34
36
38
42
99
62
66
199
39
97
35
197
19
26
74
30
80
3
395
7
20
78
95
126



COUNTY
T17S
Alfalfa
22
ALFALFA SCH
RD
Central Oregon
WALKER RD
FALL POND
31
36
ROAD
ROAD
5
4
DODDS
Canal
River
Dry
Oregon
7
8
9
18
19
20
T18S
BADLANDS
CROOK
N
HORSE RIDGE
HWY
31
36
FR. RD.
R14E
TO BURNS
Sketch Map
Scale 0 1 2 Miles

END OF PROJECT
Sta.14+00

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED April 21 1982

BOARD OF COMMISSIONERS OF COUNTY

BY Clay C Shepard
COMMISSIONER

Robert Paulson
COMMISSIONER

Albert A Young
COMMISSIONER

4478
OCT 30 1959
H. S. COULTER

4652
HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY EINGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

7557

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

7

TO: MEMO TO THE FILE

DATE: March 10, 1982

FROM: R. O. Havig
Region Office Manager

SUBJECT: **COI Canal (Dodds Road) Bridge #17C31**
Dodds Road
Deschutes County

Versteeg
Anderson
Adams
Olso
T Sullivan
Tarm
Copy
Waterlig

RECEIVED
MAR 11 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Brin
Action

Irrigation water will be in ditch continuously from April 11 through October 22. They also have a domestic run starting in November through March that begins around the 15th of each month and lasts about one week each month.

This information from Bob Anderson, Central Oregon Irrigation in Redmond.

ROH:pw

cc: Bridge Design
Specification Office ✓
Norm Krehbiel, Deschutes County
Wil Robertson
Jack Cartwright

7557

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2009

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1300(3) Prefix ______

Project Name C.O.I. Canal Bridge #17C31 Dodds Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 2nd day of Mar, 1982

County of Deschutes

Clay C. Shepard
County Judge/Chairman

Robert C. Paulson, Jr.
Commissioner

Albert A. Young

Certified By:

Regional Right-of-Way Supervisor
Date 3/12/82

7557

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0900(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Mr. Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20037

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford
Llewellyn
Scott
Region 4
J Hagedorn
K. Headley

7. DATE AUTHORIZATION EFFECTIVE 1-25-82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
C.O.I. Canal (Dodds Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $9,600 FF $7,680
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 1-20-82 and in accordance with your approved Certification Acceptance Plan.

14. DATE 1-25-82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7557

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED. N	STATE
Co. Rd., Approx. 11 mi. S.E. of Bend "CO.I Canal (Dodds Rd.) Bridge Sec."	117	20037	BROS-0900(6)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas

Deschutes (017)

A-95 Review:

State Cl. Ho......... Exempt X Date Approved

Dist. 10 Cl. Ho. ..... Exempt X Date Approved No Reply

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Str. #17C31.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 9,600
FF	$ 7,680
STATE	$ 800
Co.	$ 1,120

For PR-37:

Field Phase	$
PS&E Phase	$

Pro Rata 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 23.0

C.L.:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-20-82	D.E. SWAN, P.E.	OPERATION PROGRAMMING ENGINEER

9557

September 10, 1981

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 75[illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement for replacement of the C.O.I. Canal (Dodds Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

Deschutes Co

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: C.O.I. Canal (Dodds Road) Bridge No. 17C31

HIGHWAY NAME: Dodds Road (County)

HIGHWAY NUMBER: D-42 (County)

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY: --

LENGTH: 50'

MILEPOST NUMBER: 3.4 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (os)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing low sufficienty-rated (23.0) bridge with a single span concrete slab structure on a new alignment.

The County has been granted the R/W by the Bureau of Land Management and will construct approximately 1300 ft. of road at the new site. The County has completed the field survey, including the foundation exploration. Their vicinity map and other location data is being submitted with this document.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 340

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 7/31/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 8' oiled	2 - 12' oiled
SHOULDERS	2 - 3' gravel	2 - 4' gravel
MEDIANS	none	none
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	No demonstrated need for any special treatment for bicycles
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream C.O.I. Irr.Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way *	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

* County has recently acquired.

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available *	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ____________________

* County has recently completed field survey, including vicinity map and foundation exploration

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Complete
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

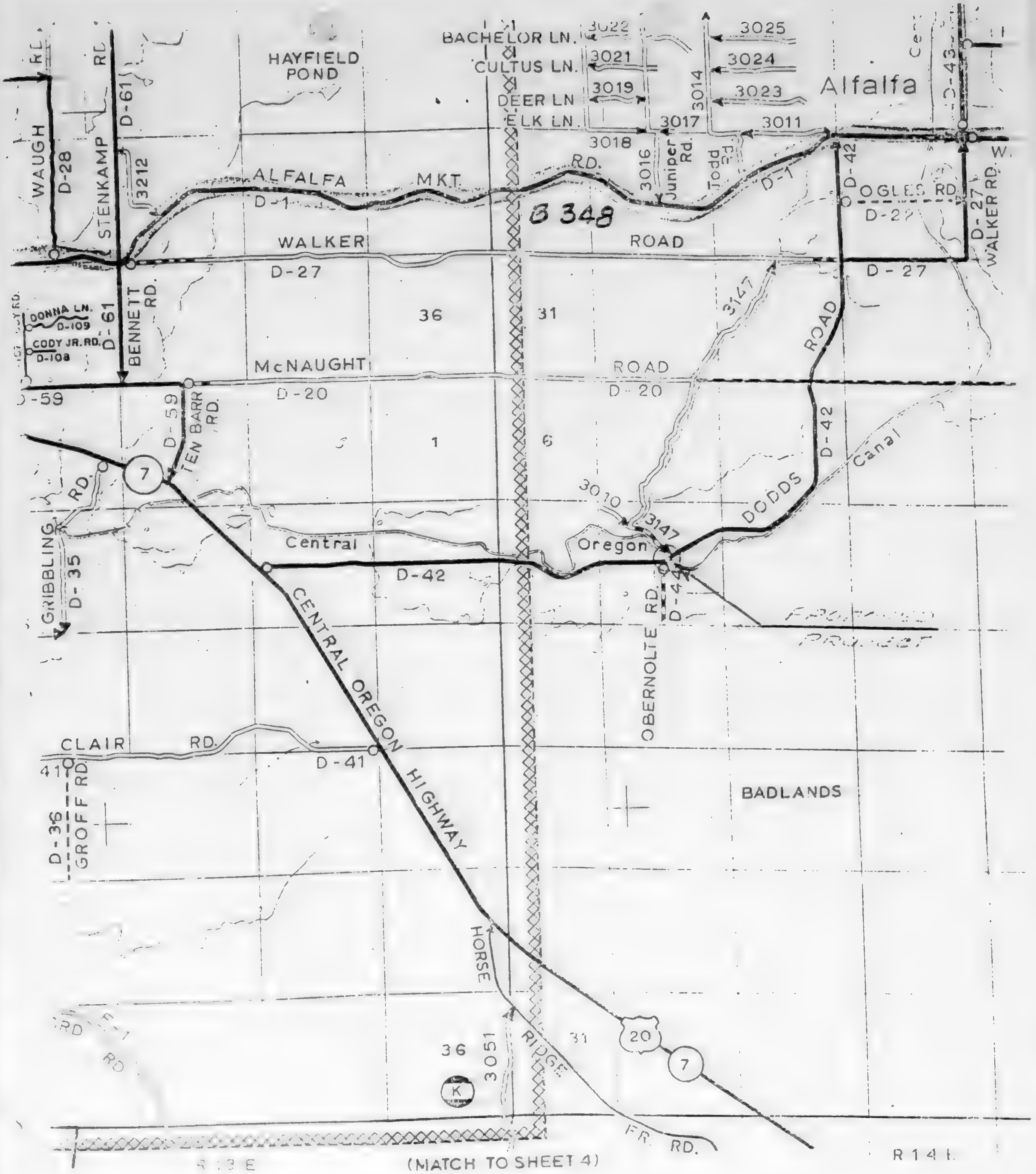
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000.	9,300
RIGHT OF WAY		9.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 32' x 50'	72,000.	72.000
RAILROAD		
ROADWAY	3,700.	3700
OTHER Remove old bridge		
ENGINEERING & CONTINGENCIES 40%	30,280.	30.280
PROJECT TOTAL	$111,980.	124.280

SUBMITTED BY ______________________

FORM 734-1730 (12-78) Page 4


HAYFIELD POND
BACHELOR LN.
CULTUS LN.
DEER LN.
ELK LN.
3022
3021
3019
3018
3025
3024
3023
3014
3017
3016
3011
Juniper Rd.
Todd Rd.
Alfalfa
WAUGH RD.
D-28
STENKAMP RD.
D-61
3212
ALFALFA MKT. RD.
D-1
B 348
D-42
OGLES RD.
D-22
D-43
D-27
WALKER RD. W.
WALKER ROAD
D-27
BENNETT RD.
D-61
DONNA LN.
D-109
CODY JR. RD.
D-108
36
31
3147
DODDS ROAD
D-42
McNAUGHT ROAD
D-20
D-59
TEN BARR RD.
D-59
1
6
7
GRIBBLING RD.
D-35
3010
3147
Central Oregon
Canal
D-42
D-44
OBERNOLTE RD.
PROPOSED PROJECT
CENTRAL OREGON HIGHWAY
CLAIR RD.
D-41
41
GROFF RD.
D-36
BADLANDS
HORSE RIDGE FR. RD.
36
3051
31
20
7
K
RD.
RD.
R 13 E
(MATCH TO SHEET 4)
R 14 E

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME C.O.I. Canal (Dodds Road) Bridge No. 17C31			
HIGHWAY NAME Dodds Road (County)			HIGHWAY NUMBER D-42 (County)
REGION 4	ADMINISTRATIVE DISTRICT 10	COUNTY Deschutes	CITY --
LENGTH 50'	MILEPOST NUMBER 3.4 TO	☒ RURAL	☐ URBAN
LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO		IF YES, UNIT OF GOVERNMENT County	

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (os)

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing low sufficienty-rated (23.0) bridge with a single span concrete slab structure on a new alignment.

The County has been granted the R/W by the Bureau of Land Management and will construct approximately 1300 ft. of road at the new site. The County has completed the field survey, including the foundation exploration. Their vicinity map and other location data is being submitted with this document.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1980 340

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 7/31/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 8' oiled	2 - 12' oiled
SHOULDERS	2 - 3' gravel	2 - 4' gravel
MEDIANS	none	none
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	No demonstrated need for any special treatment for bicycles
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream C.O.I. Irr.Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way *	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

* County has recently acquired.

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	* ☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

* County has recently completed field survey, including vicinity map and foundation exploration

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Complete
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT OF WAY DESCRIPTIONS	( )	N/A
RIGHT OF WAY ACQUISITION	( )	N/A
PS & E DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

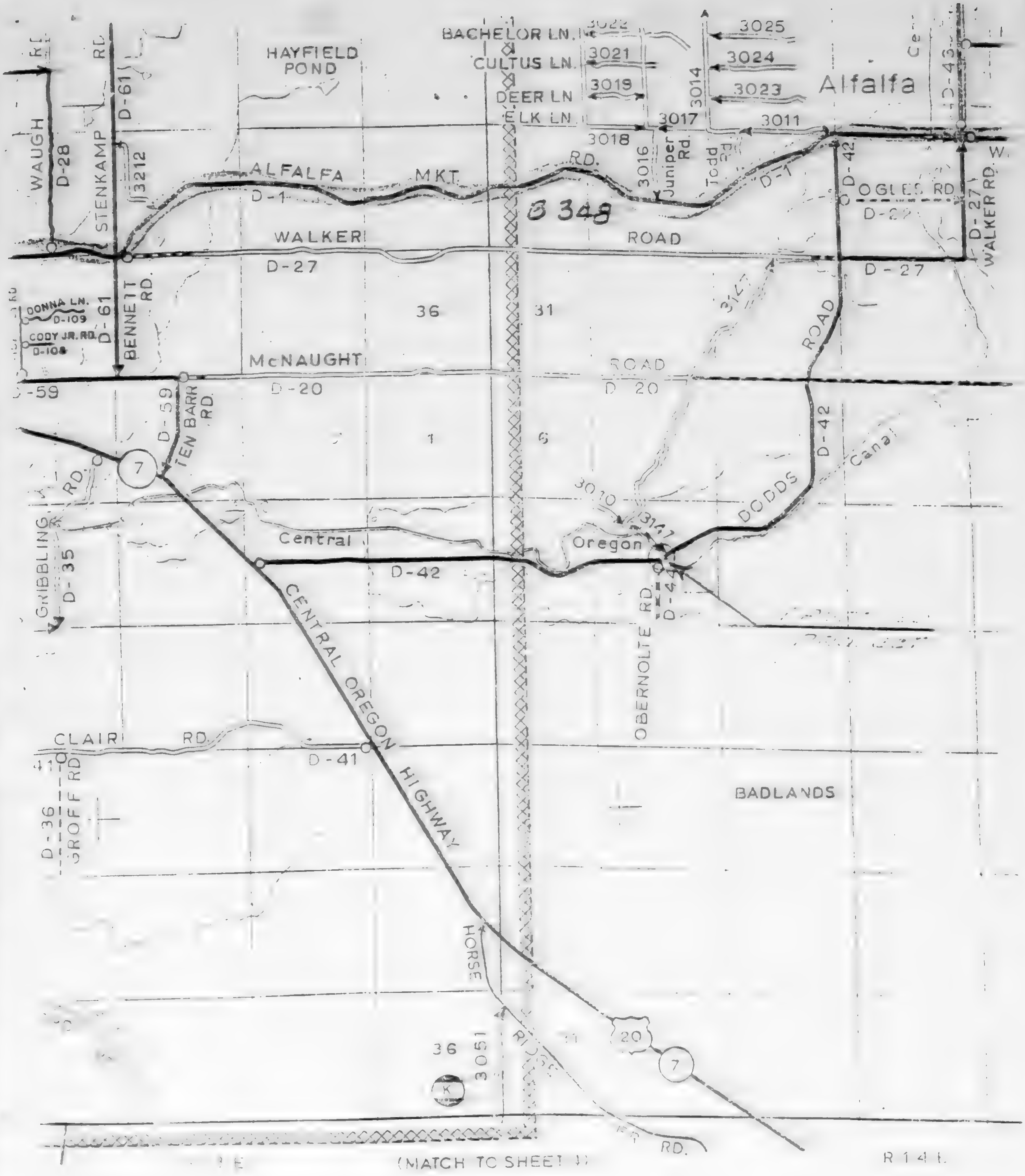
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000.	9.300
RIGHT OF WAY		
TRAFFIC CONTROL		9.000
ILLUMINATION		
STRUCTURES 32' x 50'	72,000.	72.000
RAILROAD		
ROADWAY		
OTHER Remove old bridge	3,700.	3700
ENGINEERING & CONTINGENCIES 40%	30,280.	30.280
PROJECT TOTAL	$111,980.	* 124.280

SUBMITTED BY ______________________

FORM 734-1730 (12-78) Page 4


BACHELOR LN.
CULTUS LN.
DEER LN
ELK LN
3022
3021
3019
3018
3025
3024
3023
3014
3017
3016
Juniper Rd.
Todd Rd
3011
Alfalfa
D-43
HAYFIELD POND
WAUGH RD
D-28
STENKAMP RD
D-61
3212
ALFALFA MKT. RD.
D-1
B 348
D-42
OGLES RD
D-22
D-27
WALKER RD. W.
WALKER ROAD
D-27
36
31
3147
DODDS ROAD
DONNA LN.
D-109
CODY JR. RD.
D-108
D-61
BENNETT RD.
McNAUGHT ROAD
D-20
D-59
TEN BARR RD.
1
6
7
GRIBBLING RD.
D-35
3010
3147
Canal
Central Oregon
D-42
D-44
OBERNOLTE RD.
CENTRAL OREGON HIGHWAY
CLAIR RD.
D-41
D-36
GROFF RD
BADLANDS
HORSE RIDGE RD.
36
3051
31
20
7
K
(MATCH TO SHEET 1)
R 14 E.

(CCB0001) ACCT. 1-27

Form E-35 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISIC

AUTHORITY FOR SURVEY

Section C.O.I. Canal (Dodds Road) Bridge #17C31
Highway Dodds Road (County)
County Deschutes #9

Date June 23, 19
Authorization No. 1
Survey Prefix 209-1917 (Assigned by Salem office)

Description of termini, route, length, etc.:
At approximate M.P. 3.4 on Deschutes County Road No. D-42 (Dodds Road), crossing Central Oregon Irrigation Canal. Due east 3.4 miles from M.P. 9.16 Central Oregon Highwa

Proposed:
Replace existing non-sufficient bridge with a single-span concrete slab structure on a new alignment.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

This is a HBR (os) project.

The County has completed the field survey, including vicinity map and foundation exploration.

9600
4000
5600 (20%) = $1120 CO. SHARE

Approved by [illegible] [illegible] HBR-OS (15%)

added 7/20/81

		Estimate of
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design to Co.	(927)	4,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500 ~~200~~
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	2,000
Environmental	(923)	
Foundation Exploration	(926)	500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Engineering)	(922)	50

Total estimated cost of survey 9,600 $ ~~9,300~~
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

RECEIVED
JUL 22 1981
LOCATION SECTION

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

KBH

3J-22601-734

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: June 23, 1981

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: HBR Project
C.O.I. Canal (Dodds Road) Bridge #17C31
Deschutes County

I am submitting an authority for survey and a location prospectus for the above project.

This project appears on Walt Hart's priority letter of 6/24/80, as a project for P.E. only. Since then I have been advised that it has been re-scheduled for construction in 1982.

I am also sending you location data that the County recently completed:

1 - vicinity map
1 - location map
1 - envelope, containing:
    County letter of transmittal
    Photographs
    Field Notes
    R/W Documents

Please note that the County has done the foundation exploration. Also that the necessary R/W has been granted by the B.L.M.

In the second paragraph of the County letter, Mr. Kirbs expresses concern over water seepage. Inasmuch as the County is going to build the approaches, I can't see where it would be of concern to the construction of the new structure.

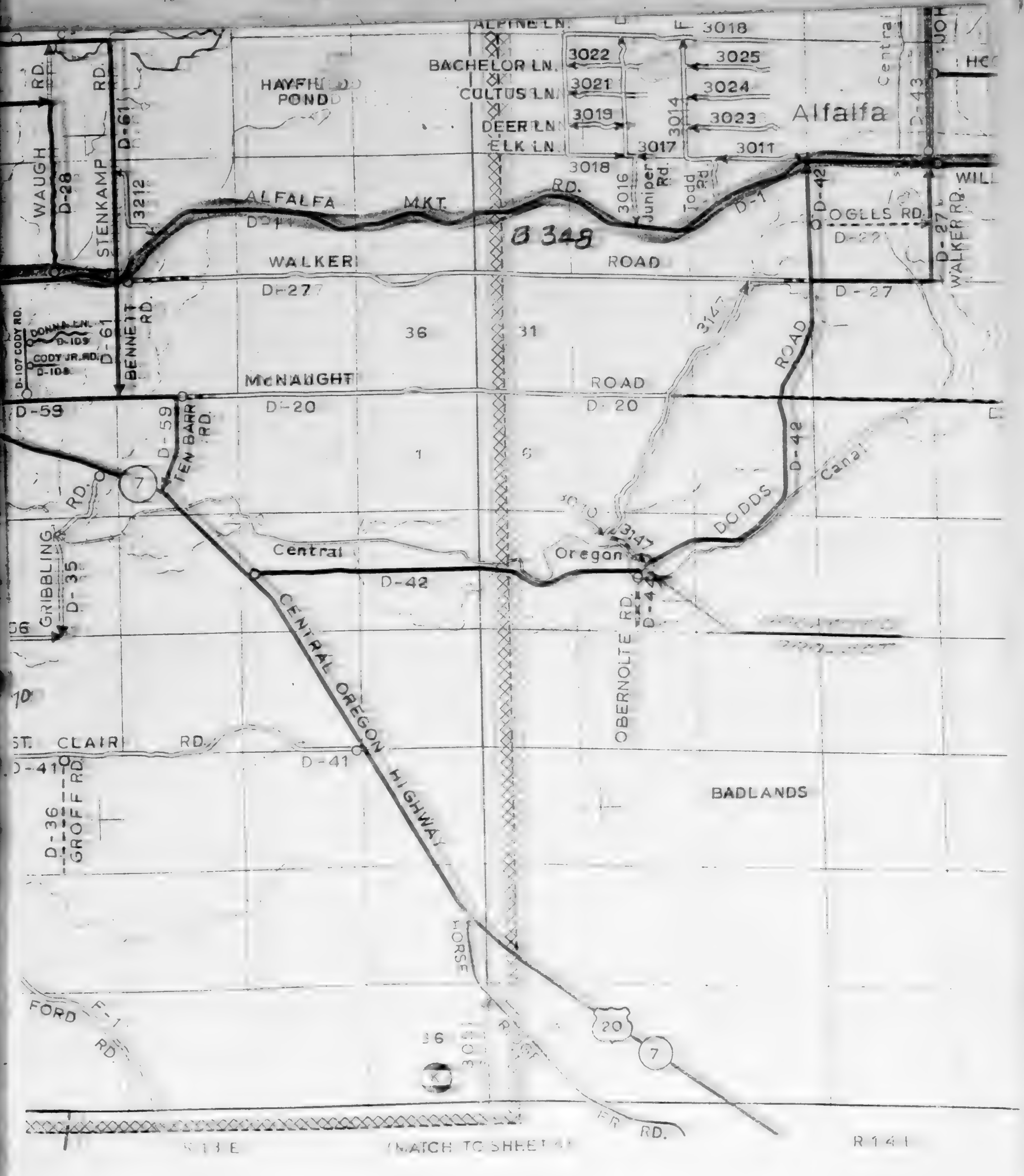
There should be no charges to the authority for survey from Region.

JRH:pw

Enclosures

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 4:
John Hagedorn

Contains
Recycled
Materials
81.125-1387


ALPINE LN.
3018
3022
3025
BACHELOR LN.
HAYFIELD POND
3021
CULTUS LN.
3024
3019
DEER LN.
3014
3023
Alfalfa
Central
D-43
ELK LN.
3017
3011
3018
WAUGH RD.
D-28
STENKAMP RD.
D-61
3212
ALFALFA MKT. RD.
D-1
3016
Juniper Rd.
Todd Rd.
D-42
OGLES RD.
D-22
D-27
WALKER RD.
B 348
WALKER ROAD
D-27
D-27
36
31
D-107 CODY RD.
DONNA LN.
D-109
CODY JR. RD.
D-108
D-61
BENNETT RD.
3147
ROAD
McNAUGHT ROAD
D-59
D-20
D-20
D-59
TEN BARR RD.
1
6
D-42
7
Canal
GRIBBLING RD.
3070
3147
DODDS
Central Oregon
D-35
D-42
OBERNOLTE RD.
D-42
56
CENTRAL OREGON HIGHWAY
70
ST. CLAIR RD.
D-41
D-41
BADLANDS
D-36
GROFF RD.
HORSE
FORD RD.
F-1
36
3011
20
7
K
FR RD.
R 13 E
MATCH TO SHEET 4
R 14 E

Form L-59 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section C.O.I. Canal (Dodds Road) Bridge #17C31

Highway Dodds Road (County)

County Deschutes

Date June 23, 1981

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

At approximate M.P. 3.4 on Deschutes County Road No. D-42 (Dodds Road), crossing Central Oregon Irrigation Canal. Due east 3.4 miles from M.P. 99.16 Central Oregon Highway.

Proposed:

Replace existing non-sufficient bridge with a single-span concrete slab structure on a new alignment.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

This is a HBR (os) project.

The County has completed the field survey, including vicinity map and foundation exploration.

		Estimate of Co
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $........

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Location Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

.... Field Engineer

Recommended for Approval:

.... Regional Engineer

Recommended for Approval:

.... Location Engineer

Approved:

.... Assistant State Highway Engineer

FEDERAL AID PROJECT REQUEST

Date: June 23, 1981

Applicant Agency Deschutes County

Request for: Off System HBR, FAS-C ______, FAUS ______, Project

Federal Aid Route No. ______ Route Name Dodds Road (D-42)

Project Name COI Canal (Dodds Road) Bridge #17C31

Project Length 50' Project Location (attach sketch map)

Project Description Replace existing bridge on new alignment

Average Daily Traffic 340 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Sidewalks ______

Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Curbed ______ Length Curb Radii ______

Sidewalk/Bikeway ______

Remarks ______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No ______

3. Will additional right-of-way be needed? Yes ______ No x

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No ______

Remarks ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: Approx. 3.5 miles due east from M.P. 9.16,

Location Central Oregon Highway (U.S. 20)

Type Timber superstructure - 2-span concrete piers

Approach Roadway Width 16' Shoulder Width 2-3 ft.

Length 32" Width 23'

To remain in place? No

2. Proposed Structure:

Location 100" upstream from existing structure

Approximate Size: Length 50' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure?
Should provide for future telephone cable.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Public Works Director Office
2. Environmental	Public Works Director Office
3. Public Hearing	Public Works Director Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

   Field work has been done by County. State to do design, etc.

2. Project construction engineering to be performed by:
Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes" describe briefly: Construct approximately 1300' of new road, 650'± on either end of new bridge

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -
Right-of-Way costs (if participating)	-
Traffic Control	-
Illumination	-
Structures	72,000.
~~Railroad~~ Remove old bridge	3,700.
Other Const. Engrg.& contingencies 40%	30,280.
Preliminary engineering	6,000.
PROJECT TOTAL	$ 111,980.

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Deschutes COUNTY

BY: ______ BY: ______
BY: ______ BY: ______
BY: ______

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DRAFT

DATE 6/23/81

PREFIX

1 - IDENTIFICATION

PROJECT NAME C.O.I. Canal (Dodds Road) Bridge No. 17C31

HIGHWAY NAME Dodds Road (County)

HIGHWAY NUMBER D-42 (County)

REGION 4

ADMINISTRATIVE DISTRICT 10

COUNTY Deschutes

CITY --

LENGTH 50'

MILEPOST NUMBER 3.4 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (os)

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing low sufficienty-rated (23.0) bridge with a single span concrete slab structure on a new alignment.

The County has been granted the R/W by the Bureau of Land Management and will construct approximately 1300 ft. of road at the new site. The County has completed the field survey, including the foundation exploration. Their vicinity map and other location data is being submitted with this document.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 340

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 8' oiled	2 - 12' oiled
SHOULDERS	2 - 3' gravel	2 - 4' gravel
MEDIANS	none	none
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream C.O.I. Irr.Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way *	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

* County has recently acquired.

3 - FEATURES (cont.)

	Y[illegible]	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	* ☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

* County has recently completed field survey, including vicinity map and foundation exploration

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000.	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	72,000.	
RAILROAD		
ROADWAY		
OTHER Remove old bridge	3,700.	
ENGINEERING & CONTINGENCIES 40%	30,280.	
PROJECT TOTAL	$111,980.	

SUBMITTED BY J H Hayden

9557

DESCHUTES COUNTY ROAD DEPARTMENT
61000 ARNOLD MARKET ROAD - BEND, OREGON 97701
TELEPHONE (503) ~~[illegible] EXT [illegible]~~
388-6581

May 26, 1981

Mr. John Hagadorn
Federal Aid Engineer
Oregon Dept. of Transportation
63055 N. Highway 97
Bend, Oregon 97701

Dear John:

Enclosed is a print, pictures and field notes for our proposed construction of Dodds Bridge.

In our visit to the bridge site on May 15, 1981, I pointed out my concern for the soft bank on the south side, because of underground water seeping from the canal. There is green grass growing 20 to 25 feet from the running water. See pictures enclosed.

There could be a problem after the abutment and wings are constructed if the earthwork on the up stream side is not well compacted or any area that gets distrubed. It could be a cause for a canal break.

The grade line we have drawn is just proposed and can vary with design height of the new bridge.

We would like to see a 32 foot wide by a single span 40 or 50 feet long bridge.

The County plans to do the bridge approach work when the State has accepted the job.

Should you have any more questions about the drawing or site pictures, contact me or Mr. Plummer.

Yours Truly,

Ed Kirbs

Ed Kirbs
Bridge Inspector

Enc. Print, Pictures, Field Notes

9537.

CONSENT CALENDAR

1) Approve the minutes of the February 19, 1981, Commission meeting.

2) Adopt resolution declaring necessity of certain real property for public purposes and authorizing condemnation.

3) Add the following projects to the Six Year Highway Improvement Program and authorize State Highway Engineer to sign the necessary agreements:

   a) Slide repair project in Beaverton on the southbound on-ramp to the Beaverton-Tigard Highway from the Beaverton-Hillsdale Highway. Estimated cost $145,000 to be financed from Federal Aid Primary Funds.

   b) Resurfacing project on the Sherman Highway (US97) between Shaniko and The Dalles-California Highway in Wasco County. Estimated cost $432,100 with Federal Aid Primary funds of $380,200 and State match of $51,900.

   c) Replacement of the C.O.I. Canal Bridge on Dodds Road in Deschutes County. Estimated cost $115,000. Local match is responsibility of Deschutes County.

   d) Replacement of Big Creek Bridge (Big Creek Drive) in Union County. Estimated cost $100,000. Local match is responsibility of Union County.

4) Approve the preliminary engineering phase of a traffic signal betterment project in the Eugene Urbanized Area. This project involves upgrading and integrating into a master controlled system approximately 200 traffic signals. Financial participation will be divided on basis of 140 signals to Eugene, 35 to Springfield, 20 to Lane County and 5 to State. Preliminary engineering is estimated to cost $200,000 with State share estimated to be $5,000. (Authorize State Highway Engineer to sign necessary agreements.)

5) Authorize increases in project authorizations on the following contracts:

   a) Contract No. 9106 for the Multnomah County Operation and Maintenance Facility, Phase 2, in the amount of $254,269 (9.1 percent increase).

   b) Contract No. 9001 for North and South Fork Coyote Creek (Gillespie Corners) Bridges on Territorial Highway in Lane County in the amount of $18,889.83 (5.4 percent increase).

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 9, 1981

In Reply Refer to
File No.: PLA 6

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Financial Approval

On the Consent Calendar for the March 25 meeting will be a request to add one structure to the Six-Year Highway Improvement Program. This structure is the C.O.I. Canal Bridge on Dodds Road in Deschutes County. The estimated cost of a replacement structure is $115,000. The local match is the responsibility of Deschutes County.

Funds for moving this structure to the 1982 HBR Off System Program are available due to the favorable bids received recently for five other HBR Off System Projects. This structure has been considered for funding in the 1983 Program.

This project has been investigated and is eligible for funding under the HBR Off System Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

JEC:jrb 1b

bc F. B. Klaboe
R. W. Gormsen
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
W. J. Hart
D. E. Swan
D. D. Allen
V. E. Skoog
George Bell

Form 734-3122

4557

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
P.O. Box 550
Prineville, Oregon 97754

IN REPLY REFER TO
OR-24418
2820

November 5, 1980

Mr. Neil K. Hudson
Deschutes County Road Dept.
61000 Arnold Market Road
Bend, OR 97701

D-42

Dear Mr. Hudson:

A grant of right-of-way to cover your application OR-24418 is attached. This right-of-way is for a county road realignment on the following public land:

T. 18 S., R. 14 E., W.M.,
Section 8: SE¼NW¼

The Compliance Officer as referred to in stipulation 4, Exhibit "C", is the Area Manager, Deschutes Resource Area of the Prineville District. In accordance with BLM Manual Part 2064 - Administration of Land-Use Authorizations (Compliance), the Compliance Officer is authorized to and responsible for administering terms and conditions of the grant of right-of-way. The Compliance Officer's telephone number is 447-4115.

If you have any questions, please contact this office.

Sincerely yours,

Paul W. Arrasmith

Paul W. Arrasmith
District Manager

Enclosures:
Grant of Right-of-Way

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Prineville District Office
P.O. Box 550 (185 E. 4th Street)
Prineville, Oregon 97754

Your Ref: Dodds Road

DECISION

RIGHT-OF-WAY GRANTED

Details of Grant

erial number of grant - - - - - - - - - OR 24418

ame of holder - - - - - - - - - - - - - Deschutes County

ap showing the location and dimensions
of grant:
Map designations - - - - - - - - - Exhibit "A"

Date filed - - - - - - - - - - - - August 6, 1980

uthorized use - - - - - - - - - - - - - County Road Realignment

uthority for grant - - - - - - - - - - is an easement issued pursuant to P.L. 94-579, (Oct. 21, 1976) Title V, 90 Stat. 2743.

egulations applicable to grant:
Code reference - - - - - - - - - - 43 CFR 2800 to the extent they are not inconsistent with the Act of October 21, 1976.
Circular number(s) - - - - - - - - 2468 to the extent they are not inconsistent with the Act of October 21, 1976.

xpiration date of grant - - - - - - - Perpetual

ental:
Amount - - - - - - - - - - - - - - None
When payable by holder - - - - - N/A

Terms, Conditions and Stipultaions of Grant

ursuant to the authority vested in the undersigned by Order No. 701 of the Director, ureau of Land Management, dated July 23, 1964 (29 F.R. 10526), as amended, a right-of-ay, the details of which are shown above, is hereby granted, subject to the following erms and conditions:

. All valid rights existing on the date of the amended grant.

. All regulations in the circular specified above.

. Filing of proof of construction within 2 years from date of the grant.

4. Compliance with the terms and conditions as specified in the Pesticides Control Stipulations, Form OSO 2800-14 attached to and made a part hereof, and identified as Exhibit "B", and additional terms, conditions and stipulations attached to and made a part hereof and identified as Exhibit "C".

. Compliance with the Civil Rights Stipulation, attached to and made a part hereof, and identified as Exhibit "D".

8. The Holder will recontour all disturbed areas to conform with the adjacent terrain.

9. The Holder will clean and keep clean the land within the right-of-way. The Holder will dispose of all vegetation and other materials, cut, uprooted, or otherwise accumulated during construction, repair and maintenance in such a manner as to decrease the fire hazard in accordance with the instruction of the District Manager, Bureau of Land Management.

0. Before cutting through any fence on public land, the Holder will brace the fence firmly on both sides of the cut, and after completion or construction, will: replace a standard type fence along the right-of-way, as directed by the District Manager, Bureau of Land Management.

1. Upon completion of the road relocation the Holder shall scarify the abandoned portion of Dodds Road to a minimum depth of 6 inches. All natural water courses shall be opened to prevent erosion of the road. The ripped road bed shall be smoothed and barriers shall be constructed so as to prevent further use of the road by vehicles.

12. Upon termination of the grant, whether by default, abandonment, or the running of the term, holder shall remove its personal property or improvements of any kind and restore the land to its original condition, within six months. Thereafter the grantor may barricade the right-of-way, return the land to its natural condition, and resort to any other available legal remedy. Improvements not removed shall be considered abandoned, and disposed of accordingly. Holder shall remain liable for costs of removal and/or restoration of the land.

N WITNESS WHEREOF,

he parties hereto duly executed this agreement:

Albert A Young
(Name of Holder)

Robert C Paulson
(Name of Holder)

10-28-80
(Date)

Agent for Service of Process

Neil K. Hudson, Director of Public Works
Name

61000 Arnold Mkt. Rd., Bend, OR 97701
Address

ight-of-Way Grant approved effective:

DISTRICT MANAGER

11/6/80
(Date)

nclosures:
xhibit "A" - map
xhibit "B" - OSO Form 2800-14
xhibit "C"
xhibit "D"

Serial Number OR 24418

EXHIBIT "D"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated November 6, 1980, granting a right-of-way to use and occupy certain property of the United States.

(1) The holder covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964; and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United State shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the holder received Federal financial assistance by said grant. This assurance shall obligate the holder, or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant.

(2) The holder further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.

(3) The holder agrees that the right is reserved to the Department of the Interior to declare the terms of said grant terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way grant.

(4) The holder agrees that as long as property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964, shall constitute a covenant running with the land for the term of the said grant.

(5) The holder agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.

(6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h).

(7) Holder agrees that it will, upon requirest of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

1982 Stanton Park-Canyonville 9558
Sec. of the Tiller-Trail Hwy. in
& N. of Canyonville. (Bikeway)

9558

February 27, 1984

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9558

Gentlemen or Ladies:

On February 14, 1984, we wrote to you concerning release of final payment on Contract No. 9558 awarded to Roseburg Paving, Inc., for a bikeway on the Stanton Park-Canyonville Section of the Tiller-Trail Highway in Douglas County.

Final payment on this contract is $1,911.92 and the total contract amount is $132,961.28, including $599.78 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
James Gix

October 4, 1983

Roseburg Paving Company
P. O. Box 1427
Roseburg, OR 97470

CON

Second Time Extension Request
Stanton Park - Canyonville
Contract No. 9558

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 14 calendar workdays of contract time due to the overrun in quantities of Bid Item No. 7, Embankment in Place. Our records indicate that all of this item was completed in 15 working days, which is identical with your stated budgeted time for this item. Therefore, we find no justification for additional contract time for this individual item. However, a review of all contract items indicates that additional contract time of four calendar workdays may be warranted due to quantity overruns exceeding those reasonably expectable. Therefore, a contract time adjustment of an additional four calendar workdays is granted. The adjusted contract time of completion of this project is 104 calendar workdays. There remains 7 1/2 days of liquidated damages under this contract.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Martin Havig.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Martin Havig w/att.
Jim Gix w/att.
Bob Church

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 9, 1983

FROM: J. X. Wilson
J. X. WILSON
Region Construction Engineer

SUBJECT: Stanton Park-Canyonville Sec.
Tiller-Trail Highway
Douglas County
Contract No. 9558

I concur with Marty's denial of the subject time extension request for the following reasons:

1. Work could and should have been started at least two weeks earlier.
2. Paving between the base and top lifts was delayed 5 calendar work days by the contractor's own choosing.
3. Recompaction to correct faulty work required 1 full day.
4. The total time needed for all embankment work was only 15 days (confirmed by daily reports) which is exactly what the contractor claims he budgeted for.
5. The increase of embankment amounting to only 210 c.y. would seem insignificant to the entire project.

9-21-83

jxw/cw

W. E. Schwartz -
Most all bid items overran on this small project.

cc Marty Havig

I recommend a time extension in proportion to the dollar amount of the overrun that exceeds 10%.

$$\frac{\text{Amount earned} - (\text{orig. cont.} + 10\%)}{\text{orig. cont. amount}} \times \text{orig. time} = \frac{133{,}455 - (129{,}027)}{117{,}297} \times 100$$

$$= \underline{\underline{3.8 \text{ CWD}}}$$

O. B. Jackmond

CE | CAE | FOE | OCS | SCS | EEO
RECEIVED
SEP 13 1983
CONSTRUCTION SECTION
CM | CA | LS | TC | FE | CP

Stanton Park - Canyonville Sect.
Tiller - Trail Hwy.
Douglas Co.

Contract No. 9558
Prefix No. 810-1158

NARRATIVE REPORT

This contract was awarded to Roseburg Paving, Inc. November 2, 1982 and work started June 6, 1983. This project was to provide a four foot bike path on each side of the road from Canyonville to Stanton Park. The major part of the work consisted of constructing embankment for shoulder widdening, replacing culvert pipes and paving shoulders. The installation of temporary constuction signing was started May 23, 1983.

The clearing and grubbing, culvert pipe installation and embankment were started June 6, 1983 and completed June 28, 1983. The clearing consisted of removal of sod, blacknerry bushes and a few trees. All waste material was deposited on a contractor provided site, belonging to Fred L. Harder of Canyonville. The culvert pipe design was changed from station 30+00 to 34+00 Rt. The continuous run was deleted in this area and only the approach pipes were replaced. The original design would have required area drains to drain the property adjacent to the roadway if the open ditches had been filled in, adding a considerable amount of cost to the project with a minimum benefit. There were other changes in culvert locations and requirements due to problems encountered in the construction staking. These changes resulted in a decrease in 18-inch culvert pipe and an increase in 12-inch culvert pipe.

The embankment item overran slightly due to the roadbed being narrower in a number of areas than the typical indicated. The material for the embankment was from a contractor furnished source.

The paving started June 22, 1983 and was completed July 15, 1983. The base lift of Class "B" A.C. was placed using a small blade. This made it possible to pave the four to five foot shoulders and compact it down lower than the pavement edge and have acceptable depth to place the top lift. The operation worked very well in most instances. The over four foot shoulder width contributed to the overrun of A.C. The top lift was placed with a paving machine, alternating sides of the road every three to four hundred feet. This made it possible to maintain fresh mix in both sides of the machine at all times and worked very well. There were three road connections which were very badly out of shape and required a large quantity of asphalt to correct and was a major reason for the overrun of asphalt concrete. There were also ten additional road approaches which contributed to the overrun of A.C.

1 Versteeg ✓
Anderson
2 Adams
Cy Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
OCT 03 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

The mailbox posts were changed to the new design with a P.A. We ordered five single installations and the contractor provided four multiple installations at the bid price per each, being two of the mailboxes were togeather. The design and specification for installing in the ground is not adequate to hold the posts solid. They need to be set in concrete or have a longer extension to go into the ground to make them solid.

The project is a great improvement for the area as there are a large number of kids and grownups alike that go to Stanton Park from Canyonville to swim and play in the park and it also makes a much safer road having paved shoulders.

The contractor was assesed 11.5 days liquidated damages for overrun in time.

Kenneth L. Fordice

Kenneth L. Fordice
Asst. Proj. Mgr.

STATEMENT OF OVERRUN AND UNDERRUNS

Stanton Park-Canyonville
Tiller-Trail Highway
Douglas County

Contract# 9558
Prefix 810=1158
FA# State

Item #	Item Summary	Unit	Original	Semi Final	- +%
	Bid Items		117,297.00	135,352.22	+15
	Anticipated Items		10,000.00	10,000.00	
	Continginencies		5,728.37	0.00	
	Engineering		11,456.73	37,620.00	+223
	Liqudated Damages			-1,725.00	
			144,482.10	181,247.22	+15

All substantial changes were evaluated and only thoes listed below menaingfully affected the total project cost.

5) Flagmen Hr 150 Hr 443.5 +195%
This overrun was due to the slow progress made by the contractor in constructing embankment and preparation for paving.

7) Embankment in Place 360 CU YD 583 CU YD +62%
The overrun sas due to ths slow progress made by the contnractor in consting embakment and preparation for paving.

9) Aggregate Shoulders 350 TON 444. TON +27%
The overrun of this item was due to the variation in the roadbed shoulders

10) Class B or" C" A.C. 2030 TON 2230 TON +10%
The overrun of this item is due to the additional road approaches and variation of the base lift on the shoulders.

1 Versteeg ✓
Anderson
2 Adams
Cy Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig
RECEIVED
OCT 03 1983
ROAD DESIGN SECTION
Do Not File ☐
Return to
Bring Up
Action

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Stanton Park Canyonville	WEEK ENDING 10/1/83
		SECTION PREFIX 810-1158
	HIGHWAY Tiller-Trail	COUNTY Douglas
NAME OF JOB Stanton Park-Canyonville	KIND OF WORK Bikeway	
CONTRACTOR Roseburg Paving, Inc.	CONTRACT NUMBER 9558	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 11/2/82	DATE WORK STARTED 5/23/83	ESTIMATED COMPLETION DATE
	SPECIFIED WORK DAYS 100	WORK DAYS USED 111.5
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $144,482.10		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $133,025.37	ENGINEERING AUTHORIZATION $11,456.73	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $133,025.37	ENGINEERING COST TO DATE $37,620.00	DATE PROJECT WAS COMPLETED: 7 13 83
ESTIMATED PERCENT: OVERRUN UNDERRUN 23 %	PERCENT OF AUTHORIZATION 328 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	0	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.45	1.45			1.45
MILES PARTIALLY COMPLETED	1.45	0			0.75
MILES COMPLETED	1.45	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	505 c.y.	350 ton			2,130 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	505 c.y.	350 ton			2,030 ton
AVERAGE DAILY QUANTITIES	505	0			1,126
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			180
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		0		
MONDAY 26		0		
TUESDAY 27		0		
WEDNESDAY 28		0		
THURSDAY 29		0		
FRIDAY 30		0		
SATURDAY 1		0		

RECEIVED
OCT 4 1983
CONSTRUCTION SECTION
CE CAE FOE QCS SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted. Final payent to be delayed until asphalt adjustiment is computed and approved. Final Report

SIGNED M. S. Harig LOCATION Roseburg, Or

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 12, 1983

In Reply Refer to
File No.: CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Stanton Park-Canyonville Section
Tiller-Trail Highway, Douglas County
Contract No. 9558

This State-financed bikeway project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $31,000 or 21.5 percent.

Construction of the project to the typical section of the contract plans required the addition of more width than was anticipated in setting up the contract bid quantities, resulting in the use of additional amounts of embankment, aggregate and paving items. Ten extra road approaches were also required to complete the project satisfactorily. These items added more than $15,000 to the cost of the project.

Additional flagging costs were incurred due to the work schedule followed by the contractor. This added more than $7,000 to the cost of the project.

The balance of the overrun is primarily construction engineering costs, some of which were incurred in handling adjustments of the preliminary design in order to make the project fit the field conditions. Further engineering overrun was due to the failure of the contractor to complete the project within the allotted time frame.

There are sufficient funds available. No federal participation is involved.

I recommend that the authorization be increased by $31,000 to a new total of $175,482.10. This matter will be on the consent calendar for the September 20 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
W. E. Schwartz ✓
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

Form 734-3122

9551

230

FILE: CON 5

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

September 2, 1983

O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

RECEIVED
SEP 09 1983
PM APM INSP OM
H K

Request for Increase in Project Authorization
Stanton Park-Canyonville Section
Tiller-Trail Highway, Douglas County
Contract No. 9558

This State-financed bikeway project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $31,000.00 or 21.5 percent.

Construction of the project to the typical section of the contract plans required the addition of more width than was anticipated in setting up the contract bid quantities, resulting in the use of additional amounts of embankment, aggregate and paving items. Ten extra road approaches were also required to complete the project satisfactorily. These items added more than $15,000 to the cost of the project.

Additional flagging costs were incurred due to the work schedule followed by the contractor. This added more than $7,000 to the cost of the project.

The balance of the overrun is primarily construction engineering costs, some of which were incurred in handling adjustments of the preliminary design in order to make the project fit the field conditions. Further engineering overrun was due to the failure of the contractor to complete the project within the allotted time frame.

There are sufficient funds available. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $31,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
✓Marty Havig
R. D. Church
D. E. Swan

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
SEP 26 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

RECEIVED
SEP 22 1983
LOCATION

Don
Do you agree, HC

[illegible]

9558

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON

June 6, 1983

Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Time Extension Request
Stanton Park-Canyonville Section
Contract No. 9558
FAP No. F-10(3)

Your request for additional contract time due to rain and/or cool weather during the period November 15 through November 30, 1982 has been carefully reviewed. Rain and cool weather in the Canyonville vicinity during November is deemed to be "reasonably predictable" and your request is accordingly denied.

/s/ R. L. Schroeder

for W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer
for Operations

WES:OBJ:mk rb

bc: C. T. Keasey
James Gix w/att.
Marty Havig w/att.

m 734-3122

FORM 81-734-3030

CE
CAE
FOE
SCS
EEO

RECEIVED
FILE
JUN 1 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Or
May 11, 1983

SUBJECT: Stanton Park-Canyonville
Tiller-Trail Hwy
Contract 9558
State Project

M. S. Havig

FROM: M.G. Havig
Project Manager

TO: J.X. Wislon
Regional Eng'r
Reosburg, Or

As was discussed with Roseburg Paving at the pre-construction conference, I have received a request from them asking to have the 15 Calendar Work Days charged during Nov. 1982 re-instated. To ther request they attached a daily weather summary, kept by the National Weather Service for said time period.

A brief summary of the weather summary shows it rained 10 of those 15 days and theminimum paving temperature of 50° was reached only during 6 of the 15 days and or each of those days it rained.

It seems logical to me that any contractor faced with that kind of weather and the predictable rainy,cold,winter months following would choose not to move in and commence work. This seems particulary true for this type of job, which calls for placement of approx 500 lin ft. of sewer pipe and very thin, sliver fill embankment construction that will parti ally or totally cover the existing, steep deep roadside ditches. All of this to be followed by thin A.C. overlays and shoulder paving with feathering involved. The weather summary totally rules out any days available for paving and I am sure the condition of the wet, soft ditches would have ruled out either the sewer pipe or embankment construction.

These same conditions, wet, soft ditches, cold rainy days have persisted all spring. I feel quite sure that if the contractor would have attempted to place any culvert pipe or build the sliver fills in the ditches, that to a large degree still had standing water in them, I would have been forced to shut him down.

I would much rather a contractor pursue this type of job during "good"construction weather and get a good acceeptable project, than see a job muddied or slopped through in spite of the weather. Therefore I recommend the 15 days for the Nov 82 as requested be reinstated to the contractor. The scheduled Calendar Workday count will now expire July 3, 1983 and if we grant the 15 days it would be July 18, 1983. I believe the extra 15 days could make a difference in getting a good quality project.

6-2-83
W.E. Schwartz -
This request is totally without merit. I cannot agree with Region and Project Manager. Rain and cool weather in Canyonville in November is certainly "reasonably predictable" and is not a valid reason for added time.
OBJackmond

5-27-83
CC: O.B. Jackmond - Had the contr. attempted to start work last Nov. we would have issued a shut-down order & no days would have been charged. JXW

HIGHWAY DIVISION - ODOT

LOC 3

FILE

October 19, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
Tiller-Trail Highway, Douglas County
Grading and paving

Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
Bear Drive, Jefferson County
Structure

Thirty-two foot roadway. Approaches to be paved in future.

Same as No. 4.

7. Mill Street-5th Street (Springfield)
Centennial Boulevard, Lane County
Grading, Paving and Signals

Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
Gun Club Road, Polk County
Structure

Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
Hermiston Highway, Umatilla County
Grading and Paving

Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

Same as No. 8.

10. McKay Creek (Platt) Bridge
    McKay Creek Road, Umatilla County
    Structure

    Remove and replace superstructure.

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
    Columbia River Highway, Wasco County
    Sand Stabilization

    Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
    Various Highways, Various Counties between I-5 and Coast

    Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
    McKenzie Highway, Lane County
    Traffic Signals

    Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 19

TO: Alfred Shirley
Region III Engineer

DATE: August 18, 1982

FROM: Donald E. Shaffer Don
Bicycle Route Engineer

SUBJECT: Fiscal Year 1983 Bicycle Trail Program

The Transportation Commission has just approved the fiscal year 1983 Bicycle Trail Program, a copy of which is attached. Now that we have an approved program, we need to start implementation by submitting survey requests and prospecti to this office.

The first project on the list from your region is Canyonville-Stanton Park. We would like to have about one-half of the money spent in fiscal year 1983. This would require a contract in the spring of 1983.

The second project in your region is the Fish Creek-Poterf Creek project (which was submitted some time back). We have budgeted $30,000 this fiscal year and $100,000 in fiscal year 1984. If we have a contract this calendar year, we could spend most of the $130,000 this fiscal year and not worry about it.

Thank you for your help in getting this program off the ground.

H. S. COULTER

DES/FET:ge
Attachment

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. Ewen

RECEIVED
STATE HWY ENGR
AUG 18 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

230

STATE OF OREGON — **INTEROFFICE MEMO**
HIGHWAY DIVISION - LOCATION UNIT — LOC 15 #230

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 2, 1982

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Stanton County Park-First Street (Canyonville) Sec.
Tiller-Trail Highway
Douglas County

The subject project is identified in the Six-Year Highway Improvement Program as a State project programmed for Fiscal 1983 with an estimate of $60,000.

When the project was first proposed, it was recognized that the estimate for the ultimate project would be much more because of the necessity to fill some deep ditches and provide for drainage with culvert pipe. Believing that a smaller project could be identified, which would benefit the public, the $60,000 was placed in the program so that work could begin.

The location is now complete and has an estimate of $221,000 for the ultimate project. Upon review it is deemed not feasible to construct anything less at this time because the improvement made would be minimal and not really provide the facility needed by the community.

I do not believe that the expenditure of $221,000 for the construction of 1.5 miles of bikeway can be justified. This amounts to $147,000 per mile. Our experience indicates that most shoulder improvements for bikeways cost about $100,000 per mile. Based on that figure, I believe that it is reasonable to say the $150,000 of the project cost be assessed to the bicycle program.

The attached letter from Region Engineer Alfred Shirley states that the project is a needed one, that benefits will accrue to the motorist and that maintenance costs for the section will be reduced. He recommends that we proceed with the project.

I concur and recommend that funds for the project in excess of $150,000 be taken from the State Construction fund.

FET:ge
Attachment
cc J. H. Versteeg
A. Shirley
D. Shaffer

1 Versteeg ✓
Anderson
2 Adams
3
4

RECEIVED
1982
ROAD DESIGN
SECTION

LOC 17

STATE OF OREC N
HIGHWAY DIVISION - REGION 3

INT OFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: June 28, 1982

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Stanton Co. Park-Canyonville Sec.
Tiller-Trail Highway

Region 3 recently submitted a location survey for the Stanton County Park to Canyonville Section of the Tiller-Trail Highway. This was intended as a bike path project and even though the estimated construction cost exceeds $200,000, this office recommends that we proceed with the project.

Even though it is a bike path project, the motorist gains considerable in that he gets a wider and safer highway to drive.

In this particular project, the small elephant ditches will be eliminated further making it a safer highway for the motorist.

By paving the highway, shoulder maintenance is reduced to almost zero.

There are quite a few pedestrians and bicyclists using this section now. For one thing, it serves the Canyonville Jr. High School and the Canyonville Bible Academy. Also there is a small shopping center which makes it convenient for citizens to walk from their residences to the shopping center.

This office has received written requests through the years. It has been mentioned at two 6-year plan meetings. I have heard a number of verbal requests for the improvement and it seems to me to be a very worthwhile project.

as/cw

cc F. E. Terpin

RECEIVED
JUN 29 1982
LOCATION
SECTION

REFERRED TO
Shafier
By Location Engineer

Contains
Recycled
Materials
1-125-1387

8P*75603-125

STATE OF OREGON

INTEROFFICE MEMO
DES 5

ROAD DESIGN SECTION

TO: F. E. Terpin
Location Engineer

DATE: May 19, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: State Bikeway Program
Fiscal 1983 Contracts

We need the following list of projects in Final Design by June 10 if we are going to accomplish any bikeway work this construction season.

1. Canyonville-Stanton Park
2. Walton-Poterf Cr. E. Unit (MP 32.8 - MP 37.5)
3. RR X'ings in Pendleton (Emigrant-Frazer)
4. Orchard Heights Road-Oak Crest Farm Rd (Wallace Rd)
5. Grand Ronde-Van Duzer Corridor Highway #18

Please do what is necessary so that they can be contracted. If these projects cannot be gotten in, we need to substitute other bikeway projects that can be contracted.

It appears there is room in the 1983 budget for an additional $100,000 of local match projects. These should be projects that will be done this summer and fill an obvious need. I would suggest that State participation be something under $50,000 per project if that is a reasonable limit.

JHV:rw

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES

MAY 19 '82

REFER TO

FOR

Info	Inves	R/D	D/R	[illegible]	Apt	File

1982 Irrig. Canal (Bear Dr.) 9559
Br. Sec. of Co. Rd. approx. 4 mi.
SE of Metolius. (Structure)

C&A 7538 8-31-81

Smead
No. 2-152-5L
HASTINGS, MN
GELES-CHICAGO-LOG
REGOR, TX-LOCUST GRO
U.S.A.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
9559

August 28, 1989

Spencer G. Etzel, President
SEE Design and Production, Inc.
2215 Claxter Road NE
Salem, OR 97303

ALSEA BAY BRIDGE HISTORICAL INTERPRETIVE CENTER
CON 9559 BR 17044

Thank you for your August 10 letter. Based on your response, we are terminating the contract immediately. Please maintain all materials related to the job in place until a new contractor can be found to complete the work. We will begin negotiations for a new contract immediately.

Thank you for your cooperation in this matter. We were pleased with all the work your firm performed, and are disappointed that you are unable to complete the job. If you have any questions, please call me at 378-6551.

Thomas D Lulay
Thomas D. Lulay, P.E.
Bridge Engineer

APR:jrb

bc: Douglas Hill, Commercial Bank, 301 Church Street, Salem
bc /w/ SEE letter: Cynthia Carter
Don Forbes
Joe Paiva, Parks
Ed Marges
Bob Pool
George Hopkins

RECEIVED
STATE HWY ENGR
SEP 6 '89
ASSIGNED TO
FOR

Form 734-3122 (9-87)

AN EQUAL OPPORTUNITY EMPLOYER

SEE
DESIGN AND PRODUCTION, INC.

August 10, 1989

Phil Rabb
Bridge Design Section
State Highway Department
329 Transportation Building
Salem, Oregon 97301

Dear Mr Rabb:

As you are probably aware, SEE Design & Production, Inc. has closed it's doors and is no longer doing business. We are sorrry for the difficultly this has caused in the completion of your projects(s) but the circumstances were beyond our control.

Please be advised by this letter, that SEE Design and Production, Inc. and the Commercial Bank hold no further interest or asset in your project(s). Thus, please proceed as you find necessary to complete your work by other means.

I would highly recommend that you consider talking with Interpretive Exhibits Inc. regarding completion of your project(s). This newly organized company is in no way affiliated with SEE Design and Production, Inc. However, it was created by key persons from our old exhibit building division and thus would be very familiar with your work. You may contact Ed Austin or Jim Shull of Interpretive Exhibits Inc. at (503) 390-0006.

Again, my apologies for the current difficulties and thank you for your patronage.

Sincerely,

Spencer G. Etzel
President

Initialed by Commercial Bank [illegible] V.P.

NOTED
Tom Lula

REC [illegible]

cc: Ed Marges
8-15-89

P O Box 7046 • Salem, OR 97303 • 393-1733 • Nationwide 1-800-888-1733 • FAX (503) 393-1855

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 17, 1989

DES 23
17044

SEE Design and Production, Inc.
2215 Claxter Road N.E.
Salem, OR 97303

**Alsea Bay Bridge Historical
Interpretive Center
Contract 9559
Bridge 17044**

We understand that your firm has quit operating. Since performance of the above-referenced contract is not complete, we will not make any further progress payments under this contract.

Please have your representative meet with us within 30 days to determine the value of the completed work. If we do not hear from you within 30 days, the contract is terminated and you are directed to deliver all materials related to the contract to the State.

Please contact me at (503) 378-6551 to set up a meeting.

Thomas D. Lulay, P.E.
Bridge Engineer

APR:ams

cc: Doug Hill/Carl Beach, Commercial Bank, 301 Church Street,
Salem, OR 97301
Cynthia Carter, Assistant Attorney General
~~Don~~ Forbes, State Highway Engineer
Joe Paiva, Parks and Recreation Division
Ed Marges, Program Section
Bob Pool, Region 2 Engineer
George Hopkins, Region 2

RECEIVED
STATE HWY ENGR
JUL 24 '89
ASSIGNED TO

Form 734-3122 (9-87)

AN EQUAL OPPORTUNITY EMPLOYER

7

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE June 14, 1984

COUNTY: Jefferson AGREEMENT NO: 7538 PROJECT NO: BROS-1600(2)(3)

CONTRACT NO: 9559 SECTION: Irrigation Canal (Bear Dr.) Br.

Preliminary Engineering Prefix 216-1980

	Participating	Non Participating
Resident Engineer	$ 3,376.16	
Final Design	1,263.65	$ 18.00
Region Geology	695.49	
Region Utility Liaison	38.26	
Location	675.17	
Project Management	41.50	17.75
Specifications ($615.20 No Cost to County)	1,115.20	
Administrative Services	21.03	
Structural Foundations	2,832.63	
Bridge Design (No Cost to County)	1,768.72	
Right-of-Way Utility Engineer	25.13	
TOTAL P.E. COST	$11,852.94	$ 35.75
Less Free Bridge Design & Specs	(2,383.92)	
TOTAL COUNTY P. E. COST	$ 9,469.02	

Construction Prefix 216-1053

	Participating	Non Participating
Work Performed by Contractor	$61,073.96	$962.00
Interest on Final Payments		42.74
Credit for Materials Sold or Transferred		(962.00)
Resident Engineer Charges	6,029.49	245.13
Project Management	37.25	
Materials Lab	2,586.53	
Technical Services	365.26	
Construction Branch	142.56	
TOTAL CONSTRUCTION COST	$70,235.05	$287.87

SUMMARY

Total Participating P.E. Cost		$ 9,469.02
Total Participating Const. Cost		70,235.05
TOTAL PARTICIPATING COST		$79,704.07
Less Federal Funds		
P.E. 80 %	$ 7,575.22	
Const. 80 %	56,188.04	$63,763.26
Subtotal		15,940.81
Plus Nonparticipating County Cost		323.62
Less Advance Deposits		
P.E. 5-17-82	$ 2,820.00	
Const. 1-23-82	14,540.00	(17,360.00)
REFUND DUE COUNTY		$ 1,095.57

MKS/cm

7557

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-24-84

9559

REGION NO. 10	REPORT NO.	COUNTY Jefferson	DIVISION Oregon
DATE OF REPORT January 24, 1984	REPORT MADE BY C. T. Keasey, Construction Engineer		PROJECT NO. BROS-1600 (3)
COMPLETION DATE May 4, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY August 2, 1983	TIME ELAPSED 79 %	CONTRACT TIME 150 CD
APPROVED EXTENSIONS	LOCATION Irrigation Canal (Bear Dr.) Bridge Section of Bear Drive County Road approximately 4 miles southeast of Metolius.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR

Fredrickson

1. Description of Improvement as Programed:

A. Construction of asphalt concrete pavement on bridge deck.

B. Installation of guardrail.

C. Removal of existing bridge.

D. Construction of Bridge No. 16605 over irrigation canal.
Length: 68 feet. Roadway Width: 32 feet.

2. Contractor's Name: Aubrey Mountain Construction Co.

3. Contract Amount: $63,492.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE for Dave Carter David B. Carter		SIGNATURE Original Signed by G K HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/30/84	TITLE Field Operations Engineer	DATE 1/30/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9[illegible]

August 22, 1983

Employers Insurance of Wausau
2000 Westwood Dr.
Wausau, WI 94401

CON 5
#9559

Gentlemen or Ladies:

On August 10, 1983 we wrote to you concerning release of final payment on Contract No. 9559 awarded to Aubrey Mountain Construction Co. for work on the Irrigation Canal (Bear Dr.) Bridge in Jefferson County.

Final payment on this contract is $1,187.26. The total contract amount is $62,035.96 including $187.26 for work performed under force account.

Sincerely,

RT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Aubrey Mountain Construction Co.
PO Box 1048
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
Dale Allen

9-7

Contract Payments 378-6594 FILE: CON 5

Robert Gormsen
Manager, Commission Services August 2, 1983

CT Keasey
for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9559 On Site Work Substantially Completed May 4, 1983

All Work Completed May 11, 1983

Project Irrigation Canal (Bear Drive) Bridge

Highway County Road (Bear Drive)

County Jefferson

Type of Work Structure

Contractor Aubrey Mountain Construction Co.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church
Walt Hart

9559

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Irrigation Canal (Bear Drive) Bridge

WEEK ENDING: MAY 21, 1983

SECTION PREFIX: 216-1053

HIGHWAY: County Road (Bear Drive)

COUNTY: Jefferson

NAME OF JOB: Irrigation Canal (Bear Drive) Bridge

KIND OF WORK: Structure

CONTRACTOR: Aubrey Mountain Construction Co.

CONTRACT NUMBER: 9559

FEDERAL AID PROJECT NUMBER: BROS-1600 (3)

DATE OF CONTRACT: November 23, 1982

DATE WORK STARTED: February 3, 1983

ESTIMATED COMPLETION DATE: ~~June 15, 1982~~

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120 & 190

WORK DAYS USED

CALENDAR DAYS USED 150

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 79

PROJECT AUTHORIZATION: $72,698.34

EXCLUSIVE OF ENGINEERING: $66,349.14

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $62,041.74

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $6,349.20

ENGINEERING COST TO DATE $5,000.00

PERCENT OF AUTHORIZATION 79 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: MAY 5, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					47.00
TOTAL QUANTITIES CORRECTED TO DATE					43.13
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					43.13
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15				PROJECT COMPLETED
MONDAY 16				
TUESDAY 17				
WEDNESDAY 18				
THURSDAY 19				
FRIDAY 20				
SATURDAY 21				

RECEIVED
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUBMITTED SEMIFINAL TO REGION OFFICE MAY 20, 1983.

FINAL WEEKLY REPORT

SIGNED W. W. Robertson LOCATION Bend
by Tom Eguein

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

MEMORANDUM 9557 1-12-83 216-1980

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-1600(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/4/82 To: 9/26/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$11,852.94	$11,852.94	80%	$9,482.35	$9,482.35	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/12/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Irrigation Canal (Bear Drive) Bridge Section County Road in Jefferson County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$11,852.94	
	Total Participating Preliminary Engineering				$11,852.94	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD					

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
209-1975	1#	PMS -000S-066 APPR-140	116.10	116.10	116.10	100.00	116.10	116.10		
209-1980	1#	OS -0900-001 APPR-627	6,597.21	7,701.00	7,689.06	85.80	6,597.21	6,597.21		
209-1991	1#	SOS -0902-001 APPR-680	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.46		
211-1999	1	PMS -000S-099 APPR-140	200.00	91.09	91.09	100.00	91.09	91.09		
212-1997	1#	OS -1200-001 APPR-627	35,967.00	47,166.33	41,919.58	85.80	35,967.00	35,967.00		
213-1905	1#	BROS-1300-003 APPR-117	10,981.57	13,769.45	13,726.96	80.00	10,981.57	10,981.57		
213-1995	1#	SOS -1300-002 APPR-680	8,370.70	9,756.06	9,756.06	85.80	8,370.70	8,370.70		
215-1903	1	HES -000S-006 APPR-141		183.91	183.91	90.00	165.52		165.52 A	
215-1955	1#	OS -1500-002 APPR-627	7,460.00	17,437.41	8,694.64	85.80	7,460.00	7,460.00		
215-1965	1#	RRS -3840-001 APPR-138	2,148.26	2,510.18	2,386.95	90.00	2,148.26	2,148.26		
215-1966	1	RRP -000S-016 APPR-139	1,800.00	144.34	144.34	90.00	129.91	129.91		
215-1970	1#	RRS -000S-003 APPR-138	1,205.06	1,338.96	1,338.96	90.00	1,205.06	1,205.06		
215-1971	1#	RRS -000S-004 APPR-138	74.88	83.20	83.20	90.00	74.88	74.88		
215-1994	1	BROS-1500-003 APPR-117	19,440.00	15,941.61	15,941.61	80.00	12,753.29	12,753.29		
216-1972	1#	RRO -000S-033 APPR-685	343.51	381.68	381.68	90.00	343.51	343.51		
216-1974	1#	SOS -1600-001 APPR-680	12,400.68	14,458.06	14,458.06	85.77	12,400.68	12,400.68		
216-1980	1#	BROS-1600-002 APPR-117	9,482.35	11,888.69	11,852.94	80.00	9,482.35	9,482.35		
216-1981	1	BROS-1600-004 APPR-114	14,400.00	11,233.21	11,229.75	80.00	8,983.80	8,981.64		2.16
218-1927	1	RRS -2221-001 APPR-138	2,880.00	3,007.26	3,007.26	90.00	2,706.53	2,706.53		
218-1933	1	RROO-000S-042 APPR-686	1,800.00	1,592.18	1,592.18	90.00	1,432.96	1,432.96		
218-1938	1#	SOS -1800-002 APPR-680	4,354.29	5,074.93	5,074.93	85.80	4,354.29	4,354.29		
218-1940	1	RRO -000S-045 APPR-685	1,980.00	100.85	100.85	90.00	90.77	90.77		
218-1949	1#	RRS -2237-001 APPR-138	49.68	55.20	55.20	90.00	49.68	49.68		
218-1955	1#	RRP -2234-001 APPR-139	1,060.89	1,178.77	1,178.77	90.00	1,060.89	1,060.89		
218-1958	1	RRS -000S-005 APPR-138	1,800.00	212.06	212.06	90.00	190.85	190.85		
218-1974	1#	BROS-1800-004 APPR-117	11,425.51	14,281.89	14,281.89	80.00	11,425.51	11,425.51		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

MAY 1983

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MADRAS-PANVIL HWY-GRIZZLY RD	CONT NO	* FA PROJ NOS SOS 1600001 100							STATE
	216	1974	296	00	N 9	110.43	110.43	14,035.68CR	
	216	1974	297	00	N 9			1,635.00	
	216	1974	298	00	N 9	110.43CR	110.43CR	12,400.68	
	216	1974	901	00	P 1			8,210.80	
	216	1974	905	00	P 1			3,760.21	
	216	1974	910	00	P 1			779.86	
	216	1974	912	00	P 1			28.53	
	216	1974	913	00	P 1			10.56	
	216	1974	914	00	P 1			6.40	
	216	1974	918	00	P 1		71.00CR	38.46	
	216	1974	920	00	P 1		17.75CR	84.06	
	216	1974	921	00	P 1		40.00CR	1,496.28	
	216	1974	922	00	P 1			17.36	
	216	1974	923	00	P 1			25.54	
			TOT	P1			128.75CR	14,458.06	
		** JOB TOTALS **				**	128.75CR**	14,458.06	**
IRRIGATION CANAL BR	CONT NO	* FA PROJ NOS BROS1600002 100							STATE
	~~216~~	~~1980~~	~~296~~	~~00~~	~~N 9~~		~~2,835.69CR~~	~~12,002.35CR~~	
	~~216~~	~~1980~~	~~297~~	~~00~~	~~N 9~~			~~2,520.00~~	
	~~216~~	~~1980~~	~~298~~	~~00~~	~~N 9~~		~~2,835.69~~	~~9,482.35~~	
	216	1980	901	00	P 1		32.99	3,376.16	
	216	1980	905	00	P 1	4.50CR	383.75	1,263.65	
	216	1980	905	00	N 1	4.50	18.00	18.00	
	216	1980	906	00	P 1			~~5.10~~	—To 927
	216	1980	910	00	P 1		168.64	695.49	
	216	1980	914	00	P 1		38.26	38.26	
	216	1980	918	00	P 1			675.17	
	216	1980	920	00	P 1			41.50	
	216	1980	920	00	N 1		17.75	17.75	
	216	1980	921	00	P 1	~~[illegible].20~~ Free Spec $615.20	1,115.20	1,115.20	
	216	1980	922	00	P 1		21.03	21.03	
	216	1980	926	00	P 1			2,832.63	
	216	1980	927	00	P 1		1,231.81	~~1,763.62~~ 1768.72	
	216	1980	932	00	P 1		4.88	25.13	
			TOT	P1		4.50CR	2,996.56	11,852.94	
			TOT	N1		4.50	35.75	35.75	
		** JOB TOTALS **				**	3,032.31 **	11,888.69	**
TROUT CR(CLEMENS RD) BR	CONT NO	FA PROJ NOS BROS1600004 100							STATE
	216	1981	296	00	N 9	3,737.32CR	10,095.62CR	10,095.62CR	
	216	1981	297	00	N 9	2,300.00	2,300.00	2,300.00	
	216	1981	298	00	N 9	1,437.32	7,795.62	7,795.62	
	216	1981	901	00	P 1		3,229.36	3,229.36	
	216	1981	901	00	N 1		1.34	1.34	

9559 STATE COPY OMB No. 04-R2089 C

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-152	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-26-82	State Oregon County Jefferson Project No. BROS-1600(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Irrigation Canal (Bear Dr.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-82	0.013
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 72,698.00	$ 58,158.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 9, 1982

Federal-Aid Project
No. BROS-1600(3)

Irrigation Canal (Bear Dr.) Bridge Section
County Road
Jefferson County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 16605 (Sta. 4+26.5 to Sta. 4+94.5)

Mobilization		All Required	$ 3,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	8.00	400.00
Class "B" or Class "C" Asphalt Concrete	47 Ton	46.00	2,162.00
Guard Rail, Type 2A	50 Lin. Ft.	16.00	800.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	2 Only	300.00	600.00
Guard Rail End Pieces, Type C	4 Only	90.00	360.00

Structure

Bridge Removal Work		All Required	3,500.00
Structure Excavation	50 Cu. Yd.	12.00	600.00
Structural Concrete, Class 3300 (20 C.Y.)		All Required	6,000.00
4'x65'/70' Prestressed Slabs	8 Only	4,490.00	35,920.00
Reinforcement (1,200 lbs.)		All Required	1,200.00
Metal Rail with Tubing	150 Lin. Ft.	35.00	5,250.00
		SUBTOTAL	$63,492.00
		Engineering	9,206.00
		TOTAL	$72,698.00

Length of Structure ---------- 0.013 miles

Federal Funds (80%)-----------	$58,158.00
County Funds -----------------	14,540.00
TOTAL	$72,698.00

Group 1 100%
Contract No. 9559
Prefix: 216-1980
Prefix: 216-1053

November 2, 1982

Donald Wood
County Roadmaster
Jefferson County
P.O. Box 709
Madras, Oregon 97741

Dear Mr. Wood:

On October 28, 1982 we received a satisfactory bid from Aubrey Mtn. Const. Co., P.O. Box 1048, Oakridge, Oregon 97463 for the Irrigation Canal Bridge replacement project on Bear Drive in Jefferson County.

As described in our Construction-Finance Agreement No. 7538, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid	$63,492.00
Contingencies (4 1/2%)	2,857.14
Engineering (10%)	6,349.20
Estimated Construction Cost	$72,698.34

COUNTY SHARE: 20% of $72,698.34 = $14,540

We will award the contract when we receive your advance deposit in the amount of $14,540, which should arrive not later than November 15, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

Rec'd
11-23-82

KEM:pf
Attachment

bcc w/AD # 82-90: John Hagedorn, Region 4
Vern Skoog - Please return completed AD # 82-90 when advance deposit is received.

(A)

Highway # 2016

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1600(2) Prefix 216-1980

Project Name Irrigation Canal Bridge #31C102
Bear Drive County Rd # 549

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

M-34-82

Signed at Madras, Oregon, this 29th day of [illegible], 1982

County of Jefferson

Herschel Read
County Judge/Chairman

Gordon Galbraith
Commissioner

Helmer C. Hallan
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Jan 30, 1982

Instructions: Complete A or B and C.
R/W File No.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1600(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20007

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Irrigation Canal (Bear Drive) Bridge Section

11. GENERAL DESCRIPTION OF WORK
One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/13/82 you are now authorized to proceed with actions necessary to advance to completion the physical construciton provided for by the above project at a total estimated cost of $83,800 Federal Funds $67,040 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the mimimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/23/82 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
OCT 1 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/27/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 13, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20007
Project No. BROS-1600(3)
Irrigation Canal (Bear Dr.) Br. Sec.
Jefferson County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 28, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $83,800 with an obligation of $67,040 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
Attachments

cc: Alfred Shirley, Jr. (Region 3)
Ken Husby w/att
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: August 12, 1982 DES 23
16605

FROM: John M. Tindall
Principal Structural Design Engineer

ORIGINAL SIGNED
J. M. TINDALL

SUBJECT: Irrigation Canal Bridge
Irrigation Canal Bridge Section
Bear Drive - County Road 549
Jefferson County
BR 16605

Attached are two reduced prints of Drawings 37152 and 37153 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 5,000
Structure	67,000
Engineering & Contingencies	15,000
TOTAL	$87,000

It is planned to call for bids on this section on October 28, 1982.

Please make a field review and return one set by September 1, 1982, with your comments and/or corrections noted.

JMT:jrb

Attachments

cc: Donald Wood, County Roadmaster, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specifications /w/ 1 set plus estimate sheet and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
Project Management
Engineering /w/ 1 set
W. W. Robertson, Project Manager, /w/ 1 set

(1)

Contains
Recycled
Materials
81-125-1387

SP*75683-12

STATE OF OREGON INTER OFFICE MEMO

TO: D. D. Allen, Region IV Engineer ATTN: John R. Hagedorn

DATE: July 14, 1982 DES 23 16605

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT:
Irrigation Canal Bridge
Irrigation Canal Bridge Section
Bear Drive County Road 549
Jefferson County
BR 16605

Attached are four reduced prints of Drawings 36952 and 36789 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is a copy of the foundation report which should be forwarded to Jefferson County.

Note that concrete bridge end panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 5,000
Structure	67,000
Engineering and Contingencies	15,000
	$87,000

Please use these prints to obtain the approval of Jefferson County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this section on October 28, 1982.

JMT:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set plus 1 copy of Foundation Report
Engineering /w/ 1 set
✓ Project Management /w/ 1 set
Environmental (M. Banks) /w/ 1 set
Richard O. Havig /w/ 4 sets for Irrigation District's approval
Don Shaffer /w/ 1 set

15-7

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Road Closed During Construction (By County)

STATE OF O

DEPARTMENT OF TR

~~STATE HIGHWA~~

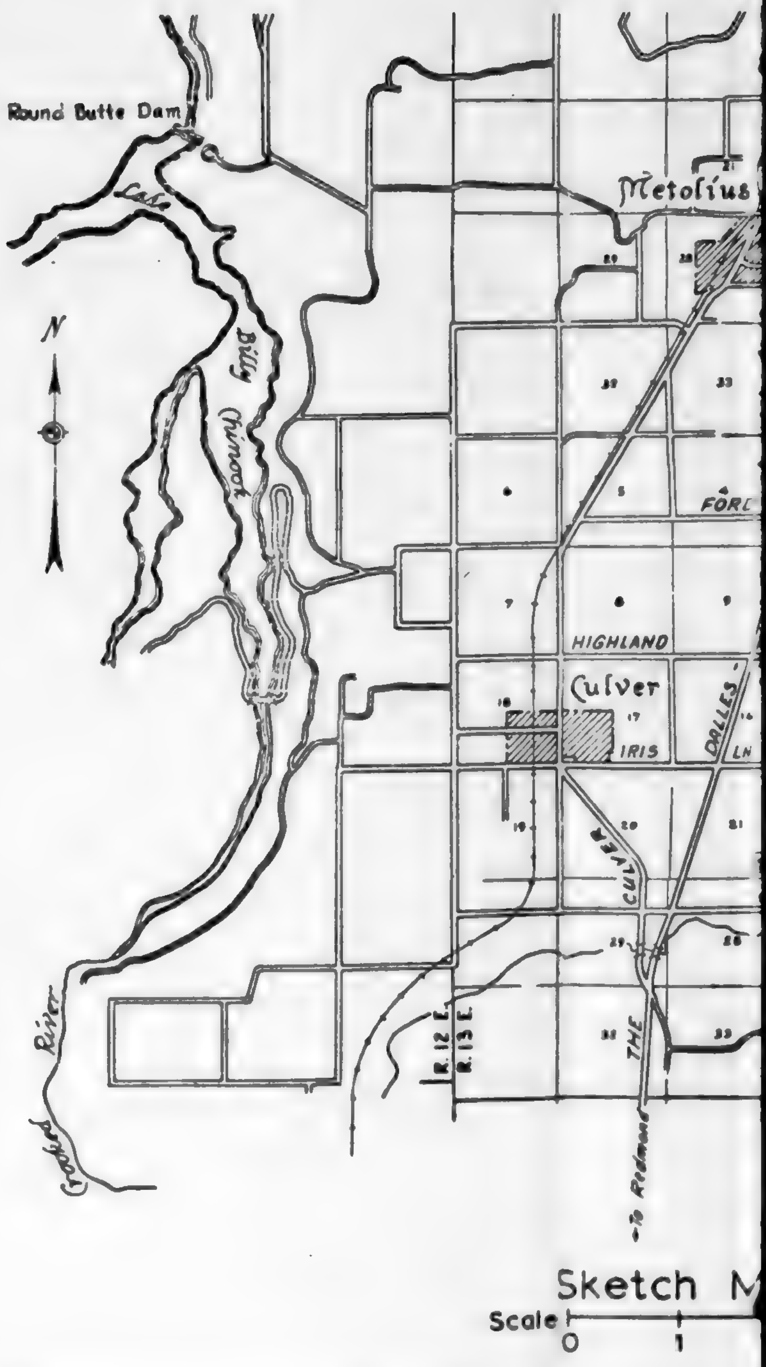
PLANS FOR PROPOSE

IRRIGATION CANAL (BEA

COUNTY ROAD (

JEFFERSON CO

PRELIMINARY COPY
SUBJECT TO CHANGE


Round Butte Dam
Lake
Billy Chinook
Crooked River
N
Metolius
21
29
28
32
33
5
FORD
7
8
9
HIGHLAND
Culver
18
17
16
IRIS
LN
DALLES
19
20
21
CULVER
THE
29
28
32
33
R.12 E.
R.13 E.
To Redmond
Scale
0
1

Sketch M

IRRIGATION CANAL (BEAR DR.) BRIDGE SEC. COUNTY ROAD (BEAR DR.) JEFFERSON COUNTY				SHEET No. 1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

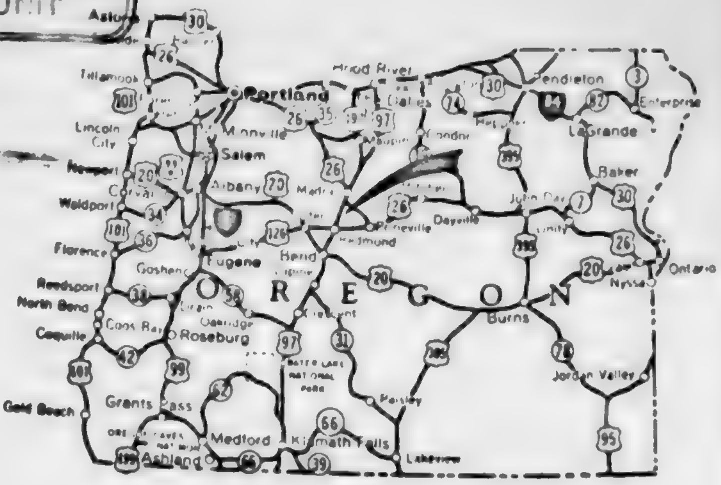
PRELIMINARY COPY
MAY 18 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HBR

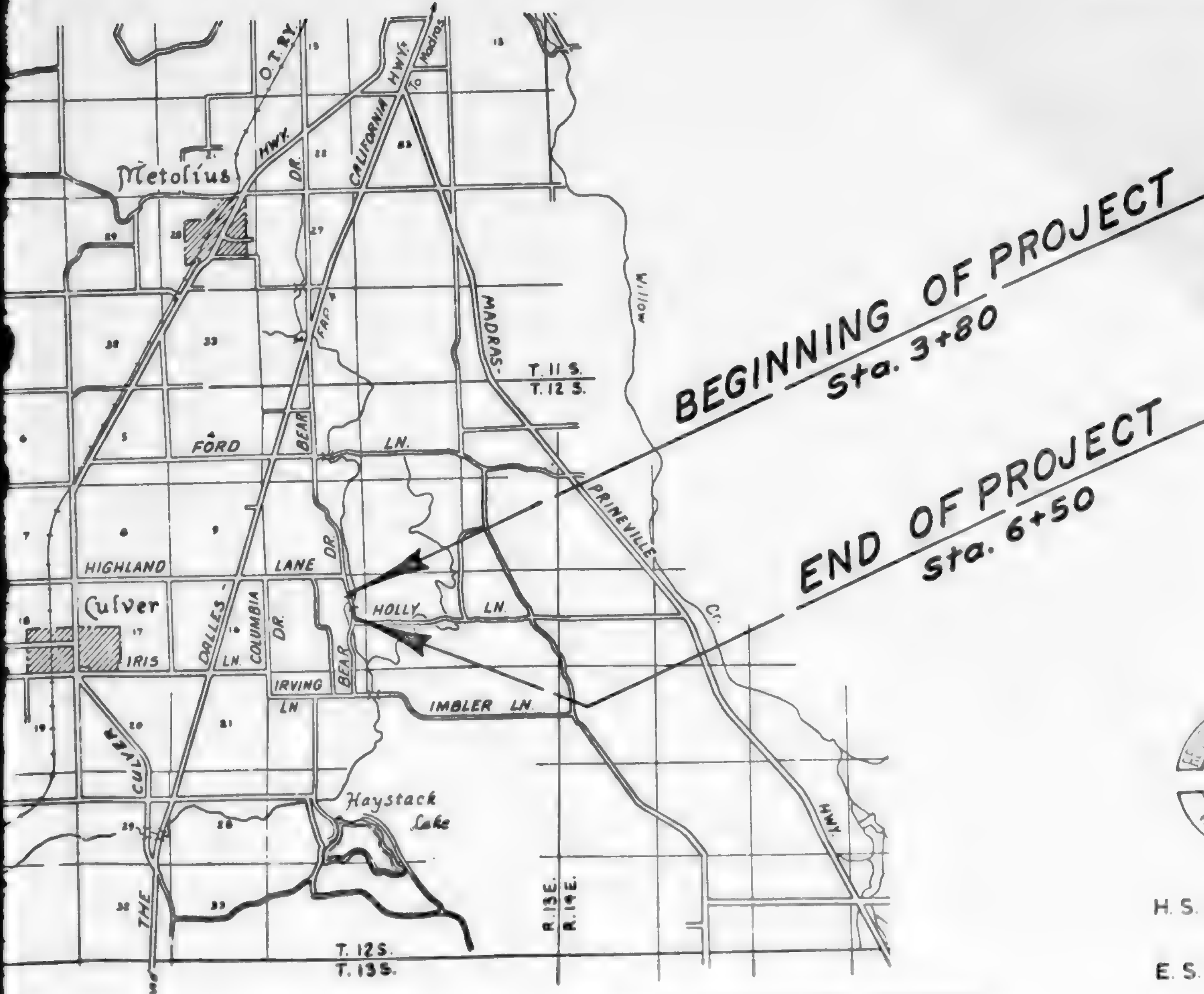
L (BEAR DR.) BRIDGE SEC.

TY ROAD (BEAR DR.)

EFFERSON COUNTY


Astoria
Tillamook
Portland
Hood River
Dalles
Pendleton
Enterprise
La Grande
Lincoln City
Newport
Waldport
Salem
Albany
Madras
Baker
Florence
Eugene
Bend
Redmond
Prineville
Dayville
John Day
Unity
Ontario
Nyssa
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N
30
26
101
20
34
36
38
42
99
62
66
97
31
395
39
95
84
82
7
3

APPROVED June 9 82
COUNTY COURT OF Jefferson COUNTY
BY Herschel Read
COUNTY JUDGE
Gordon Galbraith
COUNTY COMMISSIONER
Helmer C. Heller
COUNTY COMMISSIONER


O.T.RY.
HWY.
CALIFORNIA HWY.
To Madras
Metolius
DR.
FAP 4
MADRAS-
PRINEVILLE
HWY.
Willow Cr.
T. 11 S.
T. 12 S.
FORD
BEAR
LN.
HIGHLAND
LANE
DR.
Culver
HOLLY
LN.
IRIS
DALLES-
LN.
COLUMBIA
DR.
IRVING
LN
BEAR
IMBLER LN.
CULVER
THE
Haystack
Lake
R.13E.
R.14E.
T. 12S.
T. 13S.
To Redmond

BEGINNING OF PROJECT
Sta. 3+80

END OF PROJECT
Sta. 6+50

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

4478 OREGON OCT 30 1959 H. S. COULTER

4552 OREGON MAY 13, 19 EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

IRRIGATION CANAL BRIDGE
NARRATIVE REPORT

The purpose of this survey is to replace the existing wooden structure with a prestressed concrete slab structure, 68 ft. in length and 32 ft. wide.

Spread footing abutments with wing walls will be used for suport on each bridge end with a center bent in the middle of the canal, suporting the 18 inch prestressed slabs for the deck.

Bridge rail will be double guard rail mounted on metal posts fastened to the deck.

The guard rail will be type 2A fastened to the bridge rail with type 1 anchors and type "C" end pieces. Any earthwork involved in the guard rail flares will be constructed by the county road dept.

By agreement the county will close the road and provide the detour signing.

There will be no additional R/W requirements.

Utilities consist of a buried telephone line that is attached to the existing bridge but is the responsibility of the telephone company. There is a Pacific Power and Light power line in the vicinity but with no apparent conflict, but a service line is directly above the bridge and may cause problems when slabs are set.

The region geologist has performed the foundation exploration.

All estimated prices are from the cost estimates office in Salem and Bridge Design Unit.

There will be no re-surfacing on this project, if any Grading and surfacing required it will be performed by Jefferson County. But the Engineers estimate does not anticipate any.

This office requested from Jefferson County for any drawings or other information pertaining to this existing structure, Jefferson County Roadmaster searched but could not find any information.

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sh

Section Irrigation Canal Bridge Unit

ighway County Road No. [illegible] County Jefferson Prefix 216-1980

ength Designer W.W. Robertson Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	L.S.	All			9	10,300
Road Work						
Guard Rail Type 2A	Lin. Ft.	150			15.00	2250.00
Guard Rail Anchors Type 1	Ea	4			300^{00}	1200.00
Rail End Pieces Type 'C'	Ea	4			85^{00}	340.00
Structure						
Bridge Removal Work	L.S.					3,000.00
Structural Excavation	Cu.yd	30			12.00	360.00
Structural Concrete Class 3300	Cu.yd	60			215^{00}	12,900.00
4'x34' Prestressed Slabs	EA	16				87,040
Reinforcement	L.S.	13,000 lbs			50¢	6,500
Shoring and Cribbing	L.S.					3,000
Bridge Rail	Lin. Ft.	136			25^{00}	3,400

Total 130790

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section ____ Unit ____
ghway ____ County ____ Prefix ____
NGTH ____ Computations by ____ Date ____

ROADWORK .... $ 14 590

STRUCTURES:

32 × 68 × $40.00 $ 87,040
$
$
$

TOTAL: STRUCTURES .... $ 116,200

ADDITIONAL
ANTICIPATED ITEMS

$
$
$
$
$
$
$
$
$

TOTAL: ADDITIONAL ANTICIPATED ITEMS .... $ 0

TOTAL : * - $ 130,800

10 % ENGINEERING AND CONTINGENCIES .... $ 13,080

RIGHT-OF- WAY .... $

TOTAL ESTIMATED COST = $ 143,880

UTILITY REPORT
IRRIGATION CANAL BRIDGE #31C102
COUNTY ROAD NO. 549
JEFFERSON COUNTY

Utilities within the work area are:

1. Pacific Northwest Bell
2. Pacific Power and Light Co.

Pacific Northwest Bell Telephone has a buried cable on the west side of the highway that is also attached to the west side of the existing bridge. Cable attached to bridge will be in conflict with proposed construction. New structure should have brackets for relocated phone cable on west side.

Pacific Power and Light has a distribution line running parallel to centerline on west side of highway, with line crossing over existing bridge to farmer's pump on east side of highway. Line on west side of highway should not be in conflict with new bridge. Line crossing centerline will be in conflict with setting concrete bridge slabs.

All facilities are on County road right of way and are not reimbursable.

County is responsible for utility relocation.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: March 26, 1982

David W. Bryson

FROM: David W. Bryson, PE
Assistant Hydraulics Engineer

SUBJECT: Irrigation Canal Bridge
County Road No. 549
Jefferson County

The proposed project will replace an existing two-span, 64-foot-long timber structure. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The proposed project crosses the North Unit Main Canal which is an irrigation canal under the jurisdiction of the North Unit Irrigation District in Madras. Bob Wagner, who works for the irrigation district, stated that the flow is regulated to a maximum discharge of 800 cfs at the proposed crossing. He also stated that there is generally no flow in the canal from October 15 through April 15 although they do have water rights from April 1 to November 1.

HYDRAULIC DESIGN

This crossing is designed for a discharge of 800 cfs with an estimated highwater elevation of 95.6 feet (assumed datum).

The existing structure was analyzed and found to create a negligible amount of backwater during the design discharge. The existing structure provides a waterway area of approximately 245 square feet normal to the stream below the design highwater elevation.

The irrigation district was approached with the idea of replacing the bridge with four eight-foot diameter corrugated metal pipes. They objected to using pipes because of potential debris problems. Apparently the canal carries a considerable amount of debris which is dumped into the canal by people living in the area. The irrigation district, however, has no objections to using a structure with up to three piers in the canal.

It is suggested that the proposed structure provide a minimum waterway area of 220 square feet below the design highwater elevation. A 50-foot long, single-span structure with vertical abutments provides the minimum suggested waterway area and maintains the status quo by creating a negligible amount of backwater.

KEH
Dan H.

RIPRAP

No riprap protection will be required.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Dale Allen "
Don Harwell "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
✓SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 29 1982
REFERRED TO ____
FOR ____
FILE: PM FA LG.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	800			
	m³/s				
Frequency — yrs.		N.A.	100		
H.W. Elevation Natural Channel	ft.	95.6			
	m.				
H.W. Elevation Channel Change	ft.	—			
	m.				
Average Velocity	fps	3.6±			
	mps				
Headwater Elevation	ft.	—			
	m.				
Tailwater Elevation	ft.	—			
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Irrigation Canal Bridge
County Road No. 549
Jefferson County

COMPILED BY: Dave Bryson

DATE: March 29, 1982

January 27, 1982

ACC

Donald Wood
County Roadmaster
Jefferson County
P.O. Box 709
Madras, Oregon 97741

Dear Mr. Wood:

We have received Federal Highway Administration approval for the preliminary engineering (PE) phase of the Irrigation Canal Bridge replacement project on Bear Drive (CR 549) in Jefferson County.

As described in our Agreement No. 7538 we anticipate the financial sharing of the P.E. cost will be:

Estimated P.E. Cost	$18,600
Less: Free Bridge Design to County	4,500
Basis for Computation of County Share	$14,100

COUNTY SHARE: 20% of $14,100 = $2,820

Please submit an advance deposit in the amount of $2,820 for the County's share of the preliminary engineering work.

On the attached sheet we have described three options for making an advance deposit. Please use the option of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

Rec'd check 2-17-82 per F. Pitts, Acctg.
KEH 2-17-82

KEH:pf
Attachment

bcc w/AD # 82-4: John Hagedorn, Region 4
Vern Skoog - Please return completed AD # 82-4 when advance deposit is received.

[illegible]

U.S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1600(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20007

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/4/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Irrigation Canal (Bear Drive) Bridge Section

11. GENERAL DESCRIPTION OF WORK Prelimianry Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archelolgical salvage and utility preparatory work TEC $18,600 F.F.$14,880

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/8/81 and in accordance with your approved Certification Acceptance Plan.

RECEIVED
JAN 13 '82
REFER TO

14. DATE 1/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 6 mi. S of Madras "Irrigation Canal (Bear Dr.) Bridge Sec."	117	20007	BROS-1600(2)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Brewer Airstrip 1/2 mi. S.W. ROW 60' normal

Water Development None Recreation & Historical Areas None

Jefferson (031)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 10 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Irrigation canal str. # 31C102

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 18,600
FF	$ 14,880
STATE	$ 900
Co.	$ 2,820

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS: 1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 33.1

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-8-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

August 31, 1981

Jefferson County Court
Courthouse
Madras, OR 97741

AGR

Attention: Elaine L. Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7538

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering replacement of the Irrigation Canal (Bear Drive) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

lkn

Att.

bc Don Harwell (agree. att.)

DATE: June 2, 1981

PLA

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Highway Bridge Replacement and Rehabilitation (HBR) Program
OFF-SYSTEM Local Government Projects for FY 1982

On the Consent Calendar for the June 18, 1981 meeting will be a request to add two Off-System structures to the Six-Year Highway Improvement Program. These structures are requested as substitutes for two Off-System HBR projects approved at the January 27, 1981 meeting.

1. Jefferson County requests approval of Irrigation Canal (Bear Drive) Bridge (estimate $135,000, FY 1982) on County Road 549, and cancellation of Irrigation Canal Bridge (estimate $100,000, FY 1982) on County Road 732.
2. Lincoln County requests approval of Slick Rock Creek Bridge (estimate $120,000, FY 1982) on County Road 3004, and cancellation of Drift Creek N. Bridge (estimate $150,000, FY 1982) on Gorton Road.

These requests for substitution are in accordance with our current working agreement with the Association of Oregon Counties and the League of Oregon Cities, and meet all Federal regulations. Total funds required for the substitute projects is $255,000, as compared to $250,000 for those previously approved. No State funds will be needed for construction. The local match will be provided by the Counties.

The projects have been investigated and are eligible for funding under the HBR Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KEH:pf
bcc: F. B. Klaboe
R. Gormsen
E. S. Hunter
D. H. Moehring
C. T. Keasey
W. J. Hart
D. E. Swan
R. L. Schroeder
R. N. Bothman
D. D. Allen
C. O. Fredrickson
G. Bell

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: ~~March 27~~, 1981
~~[illegible]~~
MAY 8, 1981

FROM: J. R. Hagedorn
J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Transmittal of:
Project Request
Location Prospectus
Authority for Survey

[illegible]

Irrigation Canal Bridge 3.C102
Jefferson County Road No. 549
HBR (OS) Project

This project is on the HBR priority list for 1982.

County will close the road and detour the traffic during construction. They will also construct the approaches.

No additional R/W will be necessary, therefore the statewide assessment should cover the environmental aspects.

The County requests the free bridge design. They request that the new bridge be a single-span 64' long x 32' wide, with concrete abutments and wingwalls.

Regions P.E. costs:

Field Survey (901)	$5,000.
Utility (914)	200.
Foundation exploration (926)	3,000.

Total Estimateed P.E. $14,800.

SUBSTITUTE #3K102 was
COMMISSION APPROVED 6-18-81
FOR FY 1982

JRH:pw
cc: P. Lewellyn
D.E. Swan - Please Program & Update PMS.
cc w/Attachment:
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 4:
John Hagedorn

Contains Recycled Materials
81-125-1387

9559

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DRAFT

DATE March 27, 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Irrigation Canal Bridge No. 31C102

HIGHWAY NAME: Jefferson County Road No. 549

HIGHWAY NUMBER: CR 549

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Jefferson

CITY:

LENGTH:

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 64' x 24' 2-span timber bridge with a 64' x 32' single-span, concrete slab structure w/concrete abutments and wingwalls.

Jefferson County to close road and provide detour - also grade and pave approaches.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 60 1979

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	2 - 2'	2 - 4'
MEDIANS	No	No
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Irrigation	☐	☒	☐
Stream Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE		YES	NO	MAYB
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☐	☒
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Water Line

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	6	
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

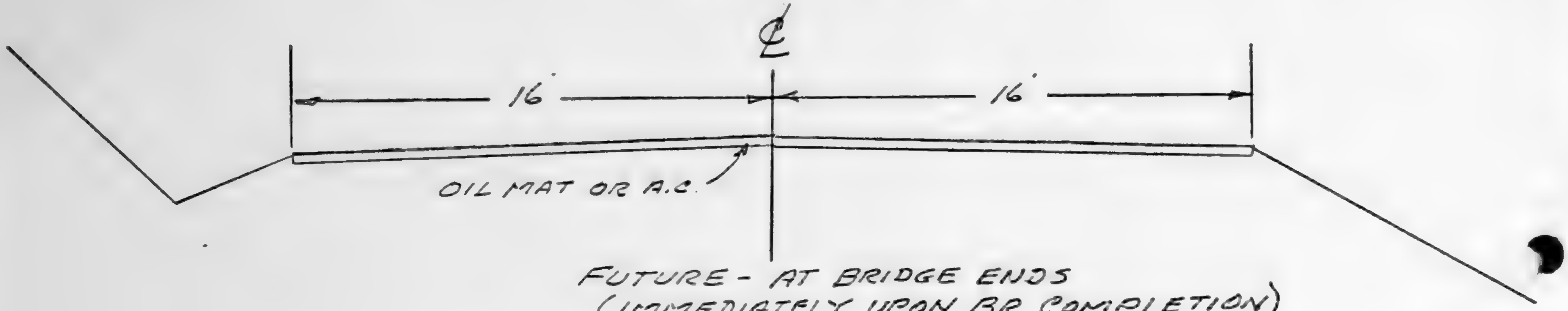
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	14,800.	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	99,000.	
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	36,200.	
PROJECT TOTAL	$ 150,000.	

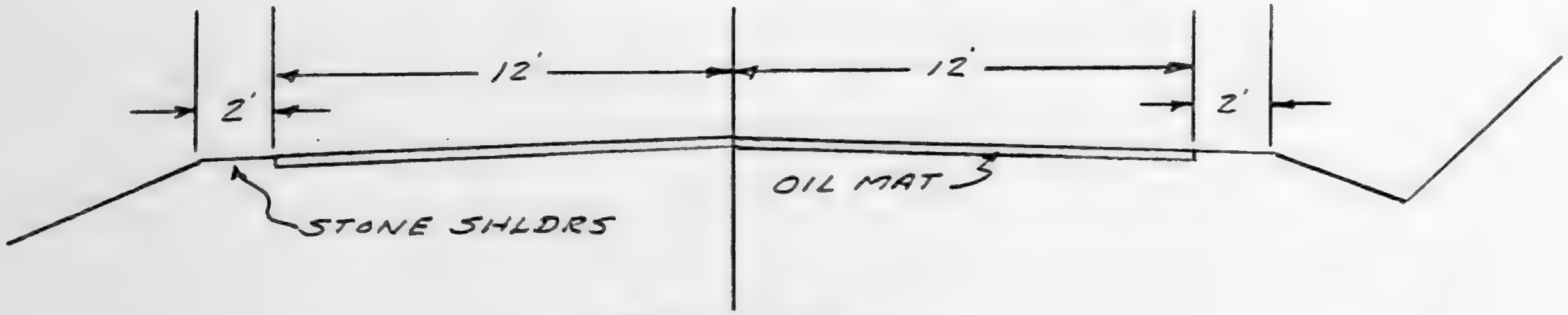
SUBMITTED BY J R Haydon

FORM 734-1730 (12-78) Page 4

TYPICAL SECTIONS


℄
16'
16'
OIL MAT OR A.C.

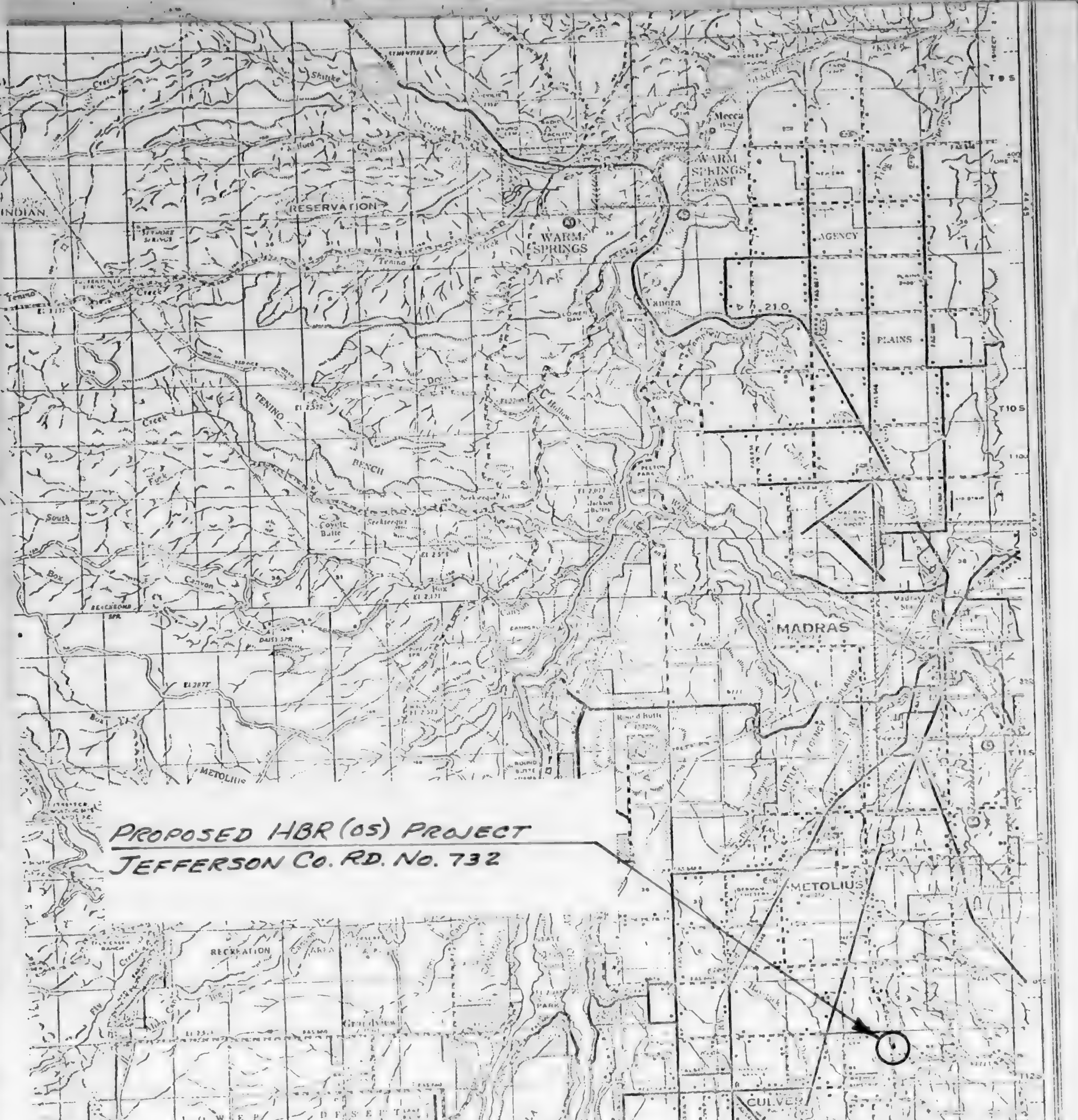
FUTURE - AT BRIDGE ENDS
(IMMEDIATELY UPON BR. COMPLETION)


2'
12'
12'
2'
STONE SHLDRS
OIL MAT

EXISTING

NOTE: COUNTY TO WIDEN RD. #732 IN VICINITY OF BRIDGE TO 32' WITHIN A YEAR OR TWO.

IRRIGATION CANAL BR. NO. 31C102
JEFFERSON CO. RD. NO. 549
HBR (OS) PROJECT
APRIL, 1981



PROPOSED HBR (OS) PROJECT
JEFFERSON CO. RD. NO. 732

INDIAN
RESERVATION
WARM SPRINGS
WARM SPRINGS EAST
Mecca
AGENCY
PLAINS
Vanora
TENINO
BENCH
MADRAS
METOLIUS
RECREATION
AREA
CULVER
LOWER DESERT
NATIONAL
GRASSLAND
CROOKED
RIVER
Opal City
T 9 S
T 10 S
T 11 S

7557

FEDERAL AID PROJECT REQUEST

Date March 27, 1981

Applicant Agency Jefferson County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR (OS)

Federal Aid Route No. ____ Route Name County Road #~~732~~ 549

Project Name Irrigation Canal Bridge # ~~31C42~~ 31C102
Jefferson County Road #~~732~~ 549

Project Length ____ Project Location (Attach sketch map)

Project Description Replace a 64' long x 24' wide timber bridge with a 64' long x 32' wide bridge w/concrete slabs and concrete abutments and wing walls.

Average Daily Traffic 60 Design Speed 55

ROE RE RGE PLA FAE
RECEIVED GEO
RTE
MAY 1981
RUE RDE
RSO REGION 4 RBE
ASSIGNED

Complete Applicable Sections:

ROADWAY DATA

Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 2 - 12' Oil Shoulders 2 - 2' gravel

Medians None Parking ____

Sidewalks None

Remarks County to widen roadway to 32 ft, 2 - 12' paved travel lanes and 2 - 4' paved shoulders to match proposed bridge.

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No x

3. Will additional right-of-way be needed? Yes ____ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type 2 - span timber

Shoulder Width

Approach Roadway Width See. I

Length 64 ft.

Width 24 ft.

To remain in place? No.

2. Proposed Structure:

Location

Approximate Size: Length 64 ft. Width 32 ft.

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, water line

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks County desires single span concrete slabs w/concrete abutments and wing walls.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — County Road Department Office
2. Environmental — County Road Department Office
3. Public Hearing — County Road Department Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: County will close road and sign for a detour during construction.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ --
Right-of-way costs (if participating)	--
Traffic control	
X~~Illumination~~ Bridge Removal	8,500.
Structures	90,500.
Railroad	
Other Const. Engrg. & Cont. (40%)	36,200.
Preliminary engineering 10%	14,800.
PROJECT TOTAL	$ 150,000.

Remarks County to grade (above structural excavation backfill) and pave approaches.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or JEFFERSON COUNTY

By ______ By Herschel Reid

By ______ By Gordon Galbraith

By Helmer C Hullan

(1976)

(ICB0001) (Acc. 1-14-8 10

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section Irrigation Canal Bridge # ~~31C42~~ 31C102

Date March 27, ~~19~~ 1981

Highway County Road No. ~~732~~ 549 (OS)

Authorization No. 1

County Jefferson #16

Survey Prefix 216-1914 (Assigned by Salem office)

Description of termini, route, length, etc.:

Approximately six (6) miles south of Madras, 1 mile east of The Dalles/ California Highway on County Road No. 549 (In Sec. 15, T12S, R13E)

Proposed:

Replace, under the HBR (OS) program, a 64' long x 24' wide two-span timber bridge with a single-span concrete slab bridge w/concrete abutments and wing walls, 64' long x 32' wide.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

BROS 1600(2)
1-4-82

18600
4500
14100

14100(0.20)=$2820

		Estimate of C
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Free Bridge Design	(927)	4,500
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	1,800
Environmental	(923)	200
Foundation Exploration	(926)	3,500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Engineering	(922)	100

approved by Comm 6-19-81 HBR OS 135,000

Total estimated cost of survey	$ 18,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 16 1981
LOCATION SECTION

Requests made by: .... Field Engineer

Recommended for Approval: .... Regional Engineer

Recommended for Approval: .... Location Engineer

Approved: .... Assistant State Highway Engineer

SP*23604-734

1982 Mill St.-5th St. Sec. 9560
(Centennial Blvd.) in Springfield.
(Gr,Pav,Sign,Illum,Sig,Lndscp)

CdA 5337

12-22-81
12-4-79
5-17-78
6-11-75
8-8-80
1-9-90
7-9-91

No. 2152-51
HASTINGS, MN
GELES-CHICAGO-
EGOR TX LOCUST
USA

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On May 17, 1991, signed an agreement with City of Newberg covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

MISC. CONTRACTS and
AGREEMENTS No ______

2) On May 17, 1991, approved a supplemental agreement with City of Hermiston covering the construction of the SE 8th Street-SE 10th Street Section of E. Highland Avenue Project. (Transportation Commission approved original agreement August 16, 1988, as part of the Six-Year Highway Improvement Program.)

3) On May 17, 1991, signed an agreement with City of Portland to link 30-60 signalized intersections to the City's central control computer. (State Highway Engineer approved August 9, 1989.)

4) On May 22, 1991, signed a supplemental agreement with the City of Medford covering West City Limits-Newton Street Section of Stuart Avenue. This supplement excludes the improvement of Columbus Avenue. (Project approved March 18, 1991, by Joe Speight.)

5) On June 4, 1991, signed an agreement with City of Keizer for preliminary engineering on the Windsor Island Road to Joan Drive Section of Lockhaven Drive. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program.)

6) On June 10, 1991, signed an agreement with Polk County for the replacement of the Salt Creek (Beck Road) Bridge. (Program Manager approved November 13, 1990.)

7) On June 10, 1991, signed an agreement with Polk County for the replacement of the Waymire Creek (Oakdale Road) Bridge. (Program Manager approved November 13, 1990.)

8) On June 11, 1991, signed an agreement with Wallowa County covering the exchange of Federal Aid Secondary-County Funds for State funds. (Transportation Commission approved February 19, 1991.)

9) On June 13, 1991, signed a supplemental agreement with City of Springfield covering improvements to Centennial Boulevard from Mill Street to 5th Street in Lane County. (Transportation Commission approved February 26, 1975.)

10) On June 20, 1991, signed an agreement with City of Salem and Polk County covering improvements of the intersection at Doaks Ferry Road and Glen Creek Road. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

Dated this 9th day of July, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

July 5, 1991

M

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

MISC. CONTRACTS and
REEMENTS No.______

1) On November 16, 1989, approved a contract with J. M. Colosimo Associates, Inc., for organizational planning and development to assist the Division in establishing a planning process for 1990. This contract is effective December 5, 1989, through December 31, 1990, at a cost not to exceed $9,975. (Contract approved by William Anhorn for State Highway Engineer.)

2) On November 17, 1989, approved a personal service contract with Arlene Landry for professional writing and editorial services for documents published by the Highway Division, effective December 5, 1989, to November 1, 1990, at a cost not to exceed $10,000. (Signed by William Anhorn for State Highway Engineer. Agreement approved by Chairman Hollern on July 15, 1989.)

3) On November 17, 1989, approved a cooperative fencing agreement with the Division of State Lands, the Bureau of Land Management, and the Little Juniper Grazing Association to install livestock fencing on the Lakeview-Burns Highway between M.P. 49.15 and M.P. 52.40. Division will supply 625 steel posts at a cost not to exceed $1,500. (Agreement approved by D. O. Christensen for State Highway Engineer.)

4) On November 20, 1989, approved an agreement with the Mt. Hood Recreation Association which provides for the collection of traffic volume data on the Mt. Hood and Warm Springs Highways near Mt. Hood in Clackamas and Hood River Counties at a cost not to exceed $9,000. (Agreement approved by William Anhorn for State Highway Engineer.)

5) On November 20, 1989, approved a personal service contract with OBEC Consulting Engineers for preliminary and final design services necessary for replacing structures on the Elk Creek & Lewis Creek Bridges on the Crater Lake Highway in Jackson County. This contract covers the period December 5, 1989, through December 31, 1992, at a cost not to exceed $69,700. (Signed by William Anhorn for State Highway Engineer. Agreement approved by Transportation Commission February 21, 1989.)

6) On December 4, 1989, approved an interagency agreement with Union County to perform law enforcement services at Sno-Parks in the vicinity of the Anthony Lakes and Spout Springs ski areas through March 26, 1990, at a cost not to exceed $3,000. (Agreement approved by William Anhorn for State Highway Engineer.)

7) On December 7, 1989, signed a personal service contract with OBEC Consulting Engineers for bridge inspection services in geographical area 8901 in Clatsop, Columbia, and Hood River Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed $95,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)

8) On December 7, 1989, signed a personal service contract with OBEC Consulting Engineers for bridge inspection services in geographical area 8904 in Lincoln and Polk Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed $138,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)

9) On December 7, 1989, signed a personal service contract with CH2M Hill Northwest, Inc. for bridge inspection services in geographical area 8905 in Linn, Marion and Washington Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed $204,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)

10) On December 7, 1989, signed a personal service contract with CH2M Hill Northwest, Inc. for structural design and construction engineering assistance for the replacement of the Miami River Bridge on the Oregon Coast Highway in Tillamook County. This contract covers the period December 12, 1989, to January 31, 1992, at a cost not to exceed $48,336. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved February 21, 1989.)

11) On December 8, 1989, signed a personal service contract with Alpha Engineers, Inc. for bridge inspection services in geographical area 8902 in Coos, Curry, Jackson, and Klamath Counties covering the period December 12, 1989, to February 28, 1992, at a cost not to exceed $270,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)

12) On December 8, 1989, approved a maintenance agreement with Malheur County for the control of noxious weeds on State highway rights-of-way. Costs are not to exceed the set limit of $6,000 annually.

13) On December 11, 1989, approved Supplement No. 1 to a personal service contract with Sun Country/Compass Engineering, a JV, for engineering services on Region 4 Geographical Area S-4A. This supplement extends the completion date of the contract to December 31, 1990. (Original contract approved by Transportation Commission July 21, 1987.)

14) On December 11, 1989, approved membership agreements with the Nautilus/Aerobics Plus Fitness Centers, McIntires Athletic Club, and the Milwaukie Health Club establishing group membership programs for ODOT employees (part of the Employee Wellness Program) at a cost of $500 each for a total of $1,500. (Agreements approved by William Anhorn for State Highway Engineer.)

15) On December 12, 1989, signed a personal service contract with Pinnell Engineering, Inc. for DBE bid estimating and project management assistance covering the period December 12, 1989, to September 30, 1990, at a cost not to exceed $25,000. (Contract signed by William Anhorn for State Highway Engineer. Chairman Hollern approved December 1, 1989.)

16) On December 13, 1989, signed a personal service contract with American Contractor Center for DBE pre-bid conferences and quarterly forums covering the period December 15, 1989, to September 30, 1990, at a cost not to exceed $45,000. (Contract signed by William Anhorn for State Highway Engineer. Chairman Hollern approved December 1, 1989.)

17) On December 18, 1989, signed a personal service contract with INFOTEC Research, Inc., to provide cultural resources services on a project-by-project basis for the Environmental Section effective December 21, 1989, to November 30, 1990, at a cost not to exceed $100,000. (Approved by Oregon Transportation Commission on August 15, 1989.)

18) On December 18, 1989, approved an agreement with the Columbia River Gorge Commission to provide Highway Division landscape architects to participate in a scenic corridor study which is needed for three major highways within the Columbia River Gorge National Scenic Area. The Commission will reimburse the Division for costs up to $7,000.

19) On December 18, 1989, approved an agreement with the City of Springfield which clarifies signal power and maintenance responsibilities on the Eugene/Springfield Highway at McKenzie Highway and the Springfield Secondary Highway at Centennial Boulevard in Lane County.

20) On December 18, 1989, approved an agreement with the City of Springfield which clarifies signal power and maintenance responsibilities on the Eugene/Springfield Highway at 42nd Street signal in Lane County.

Dated this 9 day of Jan, 1990

DE Forbes

Donald E. Forbes, State Highway Engineer

January 3, 1990

ROUTING SLIP

Date 5-10

DIRECTOR
DEPUTY DIRECTOR
AERONAUTICS DIVISION
CENTRAL SERVICES DIV.
Administrative Services
Civil Rights
Commission Services
Employee Development
Finance (DOT)
General Files
Graphics
Information Center
Information Sys. (Rev. Bldg.)
Library (DOT)
Mailroom
Personnel Services
Photocopy
Photo Services
Policy & Planning (DOT)

Public Affairs
Records Management
Safety & Health
Service Center
FHWA
HIGHWAY DIVISION
Accounting
Bridge
Communications (Radio)
Construction
Data Processing
Environmental
Equipment Shop & Storeroom
Geotechnical
Location
Maintenance
Mapping & Mileage Control
Materials

Permits & Weighmasters
Planning
Program Section
Research
[✓ Right of Way]
Road Design
Sign Shop
State Highway Engineer
Signal Service Unit
Traffic Engineering
Utilities
LEGAL
MOTOR VEHICLES DIVISION
PARKS AND RECREATION DIVISION
PUBLIC TRANSIT DIVISION

Region No. ______
District No. ______
Project Mgr. ______

To: Office/Unit Admin.

Attention S. Green

From Don Amen

Comments: Transfer made to correct error. This should take care of this.

731-0022 (7-86)

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST 5-9-89

REFERENCE DATE, VOUCHER NO., DESCRIP.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE	MSA
M-1140(2)					C320-2528	010			598		17,478.10			
M-1140(2)					C320-2528	011					17,478.10	R		
												R		
												R		
												R		
												R		
												R		
												R		
										TOTAL	TOTAL			

REASON FOR REQUEST To transfer ineligible interest costs to nonparticipating.

D. Nelson
(PREPARED BY)

Donald C Aman
(APPROVED BY)

734-1087 (1-87)

General Files

U.S. Department of Transportation
Federal Highway Administration

Federal-Aid Ineligibility Notification

TO: Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

NOTIFICATION NUMBER: 89 001

☒ Initial
☐ Revised
☐ Cancelled
} Use the same notification number shown on the initial notification.

PROJECT NUMBER: M-1140(2)

Mill Street - 5th Street (Springfield) Section
Lane County

Items identified below or on the attached sheet have been determined to be ineligible for Federal-aid reimbursement for the reasons stated:

		TOTAL COST:
ITEM:	Right-of-Way file 51885(L-8215). Costs of a property owner's attorney fee, appraisal fees, expert witness fees, or similar costs which are paid by OSHD are ineligible per 23 CFR 710.304(b)(3). This ineligibility notification is based on a June 27, 1988 charge made to Federal-aid in the amount of $84,135.75 for the cost of interest on the court award. $17,478.10 of the $84,135.75 was for the cost of interest on ineligible property owner costs included in the court award.	$17,478.10

RECEIVED
STATE HWY ENGR
MAY 8 '89
ASSIGNED TO
Cam Gilmour
FOR
X

cy- Bill Anhorn

5-11-89
copy sent
K.M.

NOTED
SHE'S OFFICE

TOTAL INELIGIBLE COST $ 17,478.10

FEDERAL SHARE BILLED $

The above items shall not be claimed until corrective action has been taken and approved by FHWA on a Form FHWA-1367. If the costs have been paid by FHWA, credits are due on the next request for reimbursement.

DISTRIBUTION: cc: OSHD (S. Green, R/W)
(C. Gilmour, Prgm Sect)
(D. Goldbach, Acct)

SIGNATURE	TITLE	DATE
Dale E. Wilken	Division Administrator	May 5, 1989

FORM FHWA-1367 (Rev. 9-87)

jc cc: OSHD (Rul[illegible]n)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 6/25/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. M-1140(3)
COMPLETION DATE (Actual) 9/30/83	ACCEPTANCE DATE BY CONRTACT AGENCY 10/8/85	TIME ELAPSED 100 %	CONTRACT TIME 250 C.W.C.

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILL STREET - 5TH STREET (SPRINGFIELD)
FAU-1140 (CENTENNIAL BLVD.)
Grading, Paving, Signing, Illumination, Signals & Landscaping

This project provided for the construction of roadbed grading, aggregate base and asphalt concrete pavement, construction of concrete manholes, inlets, driveways and curbs, installation of pipe, fence, signing, illumination and traffic signals, and relocation of existing trees. A contract in the bid amount of $603,933.50 was awarded Wildish Corvallis Construction Company on 11/19/82. Work began on 4/19/83.

A total of 206 calendar workdays were used in completing the work as compared with the 250 calendar workdays allowed under the contract. Therefore no liquidated damages were assessed.

The final estimated cost was $784,498.68 which includes $641,802.70 for bid item work, $19,670.71 for approved price agreements, $23,714.94 for force account work, $9,810.33 for State force order work, and $89,500 for engineers. $690.59 of the force account work is nonparticipating.

The statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
JUL 2 '87
REFER TO Fredrickson
FOR

cy
7/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/26/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3 - 73	US Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 4	3-5-87	Project Number M-1140(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 783,485.00	$ 785,824.00
Federal funds	$ 690,641.00	$ 692,702.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 27, 1987

Federal-Aid Project No. M-1140(3)

Mill St. - 5th St. (Springfield) Section
City Street (Centennial Blvd.)
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 46.00 to M.P. 75.00)

Subtotal from Estimate of January 16, 1985		$ 485,038.10
Engineering		68,861.90
	Total	$ 553,900.00

Type Code Y030
Illumination

Total the Same as Estimate of November 9, 1982	$ 19,862.00

Type Code Y031
Traffic Signals

Total the same as Estimate of November 9, 1982	$ 195,503.00

Type Code Y003
Traffic Signals

Total the Same as Estimate of November 9, 1982	$ 16,559.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Roadway	W32	$553,900.00	$488,262.00	$32,819.00	$32,819.00
Illumination	W32	19,862.00	17,508.00	1,177.00	1,177.00
Traffic Signals	W32	195,503.00	172,335.00	11,584.00	11,584.00
Landscaping	W32	16,559.00	14,597.00	981.00	981.00
TOTAL		$785,824.00	$692,702.00	$46,561.00	$46,561.00

Group 1 = 99%; Group 8 = 1%
Contract No. 9560
Prefix: 320-1951
Prefix: C09560

RLC:me

STATE COP

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-145	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 3		Project Number M-1140(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 778,202	$ 783,485
Federal funds	$ 685,985	$ 690,641
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 11, 1985

FEDERAL AID PROJECT NO. M-1140(3)

MILL STREET-5TH STREET (SPRINGFIELD) SECTION
CITY STREET (CENTENNIAL BLVD.)
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 46.00 to M.P. 75.00)

Subtotal from estimate of January 16, 1985	$ 485,038.10
Engineering	66,522.90
TOTAL	$ 551,561.00

TYPE CODE Y030
ILLUMINATION

TOTAL the same as estimate of November 9, 1982	$ 19,862.00

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL the same as estimate of November 9, 1982	$ 195,503.00

TYPE CODE Y003
TRAFFIC SIGNALS

TOTAL the same as estimate of November 9, 1982	$ 16,559.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$551,561	$486,201	$32,680	$32,680
Illumination	19,862	17,508	1,177	1,177
Traffic Signals	195,503	172,335	11,584	11,584
Landscaping	16,559	14,597	981	981
TOTAL	$783,485	$690,641	$46,422	$46,422

Group 1: 99%; Group 8: 1%
Contract No. 9560
Prefix: 320-1951
Prefix: 320-1067

WH:pf/me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-217	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
		County LANE
MODIFICATION NUMBER 2		Project Number M-1140(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 770,510	$ 778,202
Federal funds	$ 679,203	$ 685,985
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 16, 1985

FEDERAL AID PROJECT NO. M-1140(3)

MILL STREET-5TH STREET (SPRINGFIELD) SECTION
CITY STREET (CENTENNIAL BLVD.)
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 46.00 to M.P. 75.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 6.00	4,178	$25,068.00	5,460.1	$ 32,760.60	
SUBTOTALS			$25,068.00		$ 32,760.60	
					Increase	$ 7,692.60
			SUBTOTAL from Estimate of June		22, 1984	477,345.50
					SUBTOTAL	$ 485,038.10
					Engineering	61,239.90
					TOTAL	$ 546,278.00

TYPE CODE Y030
ILLUMINATION

TOTAL the same as estimate of November 9, 1982	$ 19,862.0

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL the same as estimate of November 9, 1982	$ 195,503.00

TYPE CODE Y003
TRAFFIC SIGNALS

TOTAL the same as estimate of November 9, 1982	$ 16,559.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$546,278	$481,545	$32,366	$32,367
Illumination	19,862	17,508	1,177	1,177
Traffic Signals	195,503	172,335	11,584	11,584
Landscaping	16,559	14,597	981	981
TOTAL	$778,202	$685,985	$46,108	$46,109

Group 1: 99%; Group 8: 1%
Contract No. 9560
Prefix: 320-1951
Prefix: 320-1067

WH:pf

9560

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-417	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	6-29-84	County LANE
MODIFICATION NUMBER 1		Project Number M-1140(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 746,809	$ 770,510
Federal funds	$ 658,311	$ 679,203
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

B~~YX~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 22, 1984

FEDERAL AID PROJECT NO. M-1140(3)

MILL STREET-5TH STREET (SPRINGFIELD) SECTION
CITY STREET (CENTENNIAL BLVD.
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 46.00 to M.P. 75.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagman	22.00	900	$ 19,800.00	1,806	$ 39,732.00
Concrete Walks	10.00	2,000	20,000.00	2,377	23,770.00
	SUBTOTALS		$ 39,800.00		$ 63,502.00

Increase	$ 23,702.00
Subtotal of previous estimate	453,643.50
SUBTOTAL	477,345.50
Engineering	$ 61,240.50
TOTAL	$ 538,586.00

TYPE CODE Y030
ILLUMINATION

Total the same as previous estimate	$ 19,862.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate	$ 195,503.00

TYPE CODE Y003
TRAFFIC SIGNALS

Total the same as previous estimate	$ 16,559.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$538,586	$474,763	$31,911	$31,912
Illumination	19,862	17,508	1,177	1,177
Traffic Signals	195,503	172,335	11,584	11,584
Landscaping	16,559	14,597	981	981
	$770,510	$679,203	$45,653	$45,654

Group 1: 99%; Group 8: 1%
Contract No. 9560
Prefix: 320-1951
Prefix: 320-1067

RHZ:pf

9560

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-146	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. M-1140(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mill St.-5th St. (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-82	0.549
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 746,809.00	$658,311.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 29 1982

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 9, 1982

Federal-Aid Project
No. M-1140(3)

Mill St.-5th St. (Springfield) Section
Centennial Blvd. City Street in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 46+00 to Sta. 75+00)

Mobilization		All Required	$ 23,650.00
Temporary Protection and Direction of Traffic		All Required	6,000.00
Temporary Signs	508 Sq. Ft.	7.00	3,556.00
Temporary Barricades	26 Each	75.00	1,950.00
Temporary Reflective Pavement Markers	466 Each	4.00	1,864.00
Sequential Arrow Signs	1 Each	1,000.00	1,000.00
Flagmen	900 Hour	22.00	19,800.00
Removal of Structures and Obstructions		All Required	5,000.00
General Excavation	4,178 Cu. Yd.	6.00	25,068.00
Trench Excavation	246 Cu. Yd.	5.00	1,230.00
Finishing Roadbed and Slopes		All Required	5,000.00
1"-0 Aggregate Base	7,700 Ton	5.75	44,275.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,900 Ton	16.50	97,350.00
Asphalt Cement in Mixture	355 Ton	175.00	62,125.00
8-inch Sewer Pipe	826 Lin. Ft.	15.00	12,390.00
Extra for Pipe Under Pavement	429 Lin. Ft.	9.00	3,861.00
Portland Cement Concrete in Sewers	6 Cu. Yd.	150.00	900.00
Reinforcement in Sewers	350 lb.	0.30	105.00
Concrete Manholes	2 Each	1,200.00	2,400.00
Special Junction Boxes	3 Each	950.00	2,850.00
Concrete Inlets, Typ G-1	3 Each	400.00	1,200.00
Concrete Inlets, Type CG-3	41 Each	460.00	18,860.00
CL-6 Chain Link Fence	950 Lin. Ft.	6.00	5,700.00
CL-6 Chain Link Fence with Pickets	900 Lin. Ft.	9.00	8,100.00

Concrete Walks	2,000 Sq. Yd.	10.00	20,000.00
7-inch Concrete Surfacing	225 Sq. Yd.	12.50	2,812.50
Concrete Driveways	100 Sq. Yd.	14.00	1,400.00
Concrete Curbs	7,650 Lin. Ft.	4.80	36,720.00
Concrete Islands	5 Cu. Yd.	250.00	1,250.00
Extra for Asphalt Approaches	9 Each	130.00	1,170.00
Adjusting Manholes	13 Each	175.00	2,275.00
Reconstructing Concrete Manholes	2 Each	400.00	800.00
Adjusting Inlets	3 Each	200.00	600.00
Removal of Existing Sign Installations		All Required	550.00
Wood Sign Posts		All Required	3,000.00
Signal Pole Mounts		All Required	3,000.00
Type "D" Signs in Place	25 Sq. Ft.	11.00	275.00
Type "F" and "G" Signs in Place	8 Sq. Ft.	15.00	120.00
Type "EE" and "EEE" Signs in Place	47 Sq. Ft.	15.00	705.00
Type "T" Signs in Place	26 Sq. Ft.	18.00	468.00
Type "U" Signs in Place	112 Sq. Ft.	22.00	2,464.00
Move and Reinstall Existing Signs		All Required	3,000.00
			$ 434,843.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,300.00
Temporary Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding & Mulching	All Required	500.00
Asphalt Cement Adjustment	All Required	10,000.00
		$ 18,800.00
	SUBTOTAL	$ 453,643.50
	Engineering	61,241.50
	TOTAL	$ 514,885.00

Type Code Y030
Illumination

Roadway Lighting Poles and Arms		All Required	$ 3,500.00
Luminaires and Ballasts		All Required	4,000.00
Conduit, Wiring, Lamps, Etc.		All Required	10,000.00
		SUBTOTAL	$ 17,500.00
		Engineering	2,362.00
		TOTAL	$ 19,862.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete		All Required	$ 151,000.00
Fire Preemption System, Complete		All Required	13,000.00
			$ 164,000.00

Anticipated Items

State Furnished Software		All Required	$ 1,500.00
Signal Controller Testing & Turn-On		All Required	6,750.00
			$ 8,250.00
		SUBTOTAL	$ 172,250.00
		Engineering	23,253.00
		TOTAL	$ 195,503.00

Type Code Y003
Landscaping

Relocation of Street Trees *	37 Each	150.00	$ 5,550.00
Sod Lawn *	22,600 Sq. Ft.	0.40	9,040.00
		SUBTOTAL	$ 14,590.00
		Engineering	1,969.00
		TOTAL	$ 16,559.00

Work Retained in Program Status
(not included in amounts below)

Bikeway Striping & Legend	All Required	$ 500.00

SUMMARY OF FUNDS 88.15%

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 514,885.00	$ 453,871.00	$ 30,507.00	$ 30,507.00
Illumination	19,862.00	17,508.00	1,177.00	1,177.00
Traffic Signals	195,503.00	172,335.00	11,584.00	11,584.00
Landscaping	16,559.00	14,597.00	981.00	981.00
	$ 746,809.00	$ 658,311.00	$ 44,249.00	$ 44,249.00

Group 1 99%; Group 8 1%
Contract No. 9560
Prefix: 320-1951 (P.E.)
Prefix: 320-1067 (Const.)

Report # 27

9560

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Mill St. - 5th Street	WEEK ENDING October 29, 1983
		SECTION PREFIX 320-1067
	HIGHWAY FAU1140(Centennial Blvd.)	COUNTY Lane
NAME OF JOB Mill Street - 5th Street	KIND OF WORK Grading, Paving, Signing, Illumination & Signals	
CONTRACTOR Wildish Corvallis Construction	CONTRACT NUMBER 9560	FEDERAL AID PROJECT NUMBER M-1140(3)
DATE OF CONTRACT November 19, 1982	DATE WORK STARTED April 19, 1983	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 250 CWD	CALENDAR DAYS USED 206
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 82%
PROJECT AUTHORIZATION: $ 746,811.28		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 687,592.76	ENGINEERING AUTHORIZATION $ 59,218.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 675,235.00	ENGINEERING COST TO DATE $ 65,500.00 This Week: 0	DATE PROJECT WAS COMPLETED: September 30, 1983
ESTIMATED PERCENT: XXXXXX UNDERRUN 2 %	PERCENT OF AUTHORIZATION 111 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fence	Walks
	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.55	.55			.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.55	.55			.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4178 CY	7700 Tons			5900 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4886	9180			4924
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4886	9180			4924
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signing		Illum.		Signals		Landscape	
PERCENT	100		100		100		100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Time Charges stopped as of 9-30-83
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE RECEIVED OM
CAE CA
FOE LS
OCS [illegible] TC
SC CONSTRUCTION FS
SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity This Week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Second Notification - 9-30-83

Clean-up, Certifications, Payrolls, Force Account Billings needed.

SIGNED ________________ LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 13, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90300
Project No. M-1140(2)
Mill St.-5th St. (Springfield) Section
City Street
Lane County

Enclosed is data consisting of a modification of the project agreement (PR-2A) and a revised project agreement estimate. These were previously returned without approval pending the correction of some charges coded participating.

We have made the requested correction (see attached). Therefore, I request your approval of the estimated total cost of $150,000 with an obligation of $132,270 in federal funds.

RDF:bkb
Enc.
cc: J.B. Boyd
General Files

Form 734-3122

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 2		Project Number M-1140(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 2 , 19 81 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 115,000.00	$ 150,000.00
Federal funds	$ 101,407.00	$ 132,270.00
Other revisions		

This modification is made for the following reasons: to include authorized right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________

Manager, Program Section
(Title)

By ______________________
(Division Administrator)

For: Dale E. Wilken

For: Larry Rulien
XXBy ______________________

State Highway Engineer
(Title)

By ______________________

____
(Title)

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION REQUEST FOR TRANSFER OF COST DISTRIBUTION DATE OF REQUEST

REFERENCE DATE, VOUCHER & ETC.	AGY	TRANS CODE	CURRENT DOC. NO.	DOC. DATE	EXPEND. ACCT.	SUB JOB	ORG. UNIT	OBJECT DETAIL	ACTIVITY	AMOUNT		REV
File No. 51885 Project No. M-1140(2)	02	164	JV	12-10-85	C320-2528	011	0631	598		17,644	13	R
File No. 51885 2nd and 3rd Street (Eugene)	02	164	JV	12-10-85	C120-2002	010	0631	598		17,644	13	
		164	JV				0631					R
		164	JV				0631					
		164	JV				0631					R
		164	JV				0631					
		164	JV				0631					R
		164	JV				0631					
		164	JV				0631					R
		164	JV				0631					

REASON FOR THIS REQUEST To Transfer Costs Associated with the Acquisition of Excess parcel #2 on file no. 51885 (Southern Pacific Transportation Company) per FHWA Letter Dated July 12, 1985.

TOTAL 17,644.13

PREPARED BY: Robert D. Fowler

APPROVED:

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

July 12, 1985

IN REPLY REFER TO
HRW-OR

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 18 1985
M AM ADM RBR CA RS
PMS AS CE OS TA
1 2 3 4

RECEIVED
STATE HWY ENGR
JUL 15 '85
REFER TO Hunter
FOR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project M-1140(2)
Centennial Blvd/Mill St-5th St (Springfield) Section
Modified Project Agreement

Enclosed please find a recently submitted Modified Project Agreement that we are returning without approval.

This action is being taken because a review of project costs indicates that some current charges need to be pro-rated and coded as non-participating to reflect the cost associated with the acquisition of excess parcel #2 on file #51885 (Southern Pacific Transportation Company).

Upon correction of those amounts, the majority of which occur under function 426, legal, we will then approve a modified agreement covering all appropriate charges to date and any eligible anticipated future acquisition costs.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___
6 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Sincerely yours,

for Dale E. Wilken
Division Administrator

Enclosure
Modified Project Agreement

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Gary Potter, Prgrm Mgmt)

7-17-85
Boyd - [illegible] Prepare.
ESH
cy Coulter & Hunter

Highway Division PRO 6-2

J.B. Boyd
Right of Way Manager

November 28, 1984

Gary A. Potter, Manager
Program Section

Right of Way Programming
2nd and 3rd Streets
Eugene-Springfield Highway
Lane County

As requested in your memo of November 23, 1984 on the subject matter, State funds are authorized for the purchase of parcel 2 of File 51885. The division of costs should be based on the ratio of areas of parcels 1 and 2, which computes to 51.6% for parcel (1) chargeable to the Urban System project and 48.4% for parcel (2) chargeable to the State funded project.

Prefix 120-2002 has been assigned for costs to acquire parcel 2 of File 51885. Costs incurred to date for parcel 1 of File 51885 amounts to approximately $315.00, Prefix 320-2528.

CL:bkb
cc: D. Aman
J. Gix
B. Vaughn

```
                          317   2516    415     00 P 1                                           219.19
                          317   2516    426     00 P 1                                             9.49
                          317   2516    426     00 N 1                                            66.00
                          317   2516    428     00 P 1                                         1,910.53
                          317   2516    430     00 P 1                                           110.85
                          317   2516    920     00 P 1                              123.20     4,259.02
                          317   2516    930     00 P 1                                            34.32
                          317   2516    950     00 P 1                                           138.40
                          317   2516    950     00 N 1
                                        TOT     P1                                  123.20    92,387.66
                                        TOT     N1                                               147.89
                                    ** JOB TOTALS **                   **           123.20 **  92,535.55 **

                                                                                                          STATE
MILL ST-5TH ST SPRINGFIELD  CONT NO      FA PROJ NOS M   1140002 100                           5,010.00
                          320   2528    295     00 N 9
                          320   2528    296     00 N 9                        13,262.93CR    106,417.00CR
                          320   2528    298     00 N 9                        13,262.93      101,407.00
                          320   2528    401     00 P 1                                        43,231.00
                          320   2528    403     00 P 1                                         4,114.00
                          320   2528    404     00 P 1                                        14,705.00
                          320   2528    405     00 P 1                                         4,250.00
                          320   2528    407     00 P 1                         6,575.00       18,191.18
                          320   2528    409     00 P 1                                         1,805.92
                          320   2528    412     00 P 1                                         1,665.63
                          320   2528    413     00 P 1                                           125.11
                          320   2528    413     00 N 1                                            62.60CR
                          320   2528    414     00 P 1                                        13,649.70
                          320   2528    415     00 P 1                                            12.56
                          320   2528    419     00 P 1                                            13.02

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985      PAGE 1334
                                                                             FISCAL       GRAND TOTAL
     DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                          320   2528    426     00 P 1     14,702.14        35,249.77      36,640.42
                          320   2528    426     00 N 1      6,760.56        11,332.52      11,911.34
                          320   2528    430     00 P 1           .73CR       3,756.75       4,172.76
                          320   2528    920     00 P 1           .04CR           8.67          57.94
                          320   2528    930     00 P 1          3.29CR         750.10       3,658.73
                                        TOT     P1         14,698.08        46,340.29     146,299.97
                                        TOT     N1          6,760.56        11,332.52      11,848.74
                                    ** JOB TOTALS **       21,458.64 **     57,672.81 **  158,148.71 **

                                                                                                          STATE
BELTLINE RD-PACIF HWY W     CONT NO      FA PROJ NOS M   1308001 100
                          320   2529    296     00 N 9                            5.11CR       1,176.29CR
                          320   2529    298     00 N 9                            5.11         1,176.29
                          320   2529    414     00 P 1                                             8.05
                          320   2529    430     00 P 1                                           786.85
                          320   2529    817     00 P 1                                           400.62
```

9560

N

October 16, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9560

Contract No. 9560 awarded to Wildish Corvallis Construction Co. for work on the Mill Street-5th Street (Springfield) Section of FAU 1140 in Lane County was completed on March 1, 1985 and accepted by the State Highway Division on October 8, 1985.

Final payment in the amount of $3,000 will be released to the contractor after October 21, 1985. The total contract amount is $685,383.35 including $23,714.94 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD
10-16-85ac

File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

July ~~12~~ 18, 1985

IN REPLY REFER TO
HRW-OR

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 18 1985
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
1 2 3 4 F

RECEIVED
STATE HWY ENGR
JUL 15 '85
REFER TO
Hunter
FOR
Info | Invest | R/O | D.A | Sign | Act ☒ | File

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project M-1140(2)
Centennial Blvd/Mill St-5th St (Springfield) Section
Modified Project Agreement

Enclosed please find a recently submitted Modified Project Agreement that we are returning without approval.

This action is being taken because a review of project costs indicates that some current charges need to be pro-rated and coded as non-participating to reflect the cost associated with the acquisition of excess parcel #2 on file #51885 (Southern Pacific Transportation Company).

Upon correction of those amounts, the majority of which occur under function 426, legal, we will then approve a modified agreement covering all appropriate charges to date and any eligible anticipated future acquisition costs.

cerely yours.

E. S

e E. Wilken
ision Administrator

ES Hunter -
Program Section is doing segregation and will document with proper transfers - then prepare modified agreement
CC POTTER
LOUX
JB 7/18/85

sent
7-18-85

7-17-85
Boyd - Pls prepare.
ES H
cy Coulter & Hunter

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
OREGON

County
LANE

Project Number
M-1140(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 21, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 115,000.00	$ 150,000.00
Federal funds	$ 101,407.00	$ 132,225.00
Other revisions		

This modification is made for the following reasons: To include increase in acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of JUL, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 1, 1985

FEDERAL AID PROJECT NO. M-1140(2)

MILL STREET-5TH STREET (SPRINGFIELD) SECTION
CITY STREET IN LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHTS OF WAY (Sta. 50+00 to Sta. 71+00)

Rights of Way	All Required	$ 75,000.00
	SUBTOTAL	$ 75,000.00
	Acquisition Expense	75,000.00
	TOTAL	$150,000.00

Length of Project ----------------- 0.4 miles

Federal Funds ---------------------	$132,225.00
State Funds -----------------------	8,888.00
City Funds ------------------------	8,887.00
TOTAL	$150,000.00

Group 1: 100%
Prefix: C320-2528

Appn Code: W32

RHZ:pf

936

Report # 83

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Mill St. - 5th Street	WEEK ENDING November 17, 1984	SECTION PREFIX 320-1067
HIGHWAY FAU1140(Centennial Blvd.)	COUNTY Lane	
NAME OF JOB Mill Street - 5th Street	KIND OF WORK Grading, Paving, Signing, Illumination & Signals	
CONTRACTOR Wildish Corvallis Construction	CONTRACT NUMBER 9560	FEDERAL AID PROJECT NUMBER M-1140(3)
DATE OF CONTRACT November 19, 1982	DATE WORK STARTED April 19, 1983	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 250 CWD	CALENDAR DAYS USED 206
PROJECT AUTHORIZATION: $ 746,811.28	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 82%
EXCLUSIVE OF ENGINEERING: $ 687,592.76	ENGINEERING AUTHORIZATION $ 59,218.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 694,850.00	ENGINEERING COST TO DATE $ 88,000.00 This Week: 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 105
ESTIMATED PERCENT: (Overrun) 4.7 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: September 30, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fence	Walks
	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.55	.55			.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.55	.55			.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4178 CY	7700 Tons			5900 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4886	9180			4924
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4886	9180			4924
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signing		Illum.		Signals		Landscape	
PERCENT	100		100		100		100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		
MONDAY				Time Charges stopped as of 9-30-83
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/11/84 SUNDAY	
11/12/84 MONDAY	No Activity This Week
11/13/84 TUESDAY	
11/14/84 WEDNESDAY	
11/15/84 THURSDAY	
11/16/84 FRIDAY	
11/17/84 SATURDAY	

REMARKS

Second Notification - 9-30-83

Waiting for Corrective Work.
Semi-final submitted to Region on 11/13/84.

SIGNED DW Greene LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

[illegible]

9560

Springfield

ROAD DESIGN SECTION DES 16

D. W. Greene
Project Manager

July 27, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Mill Street-Fifth Street (Springfield)
FAU 1140 (Centennial Boulevard)
Lane County
Contract No. 9560

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUL 28 1983
ROAD DESIGN
SECTION

cy. Beard

Do Not File ☐
Return To
Bring Up /
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
Jim Gix
W. G. Beard

1 - 9560

B

HIGHWAY DIVISION - ODOT

LOC 3

FILE

October 19, 1982

H. S. Coulter
State Highway Engineer

Mill - 5th

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
Tiller-Trail Highway, Douglas County
Grading and paving

Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
Bear Drive, Jefferson County
Structure

Thirty-two foot roadway. Approaches to be paved in future.

Same as No. 4.

7. Mill Street-5th Street (Springfield)
Centennial Boulevard, Lane County
Grading, Paving and Signals

Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
Gun Club Road, Polk County
Structure

Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
Hermiston Highway, Umatilla County
Grading and Paving

Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

Same as No. 8.

10. McKay Creek (Platt) Bridge
McKay Creek Road, Umatilla County
Structure

Remove and replace superstructure.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
Columbia River Highway, Wasco County
Sand Stabilization

Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
Various Highways, Various Counties between I-5 and Coast

Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
McKenzie Highway, Lane County
Traffic Signals

Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9538 #1 ENDS WITH 9560 (To be cont'd. on Reel 237)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	236	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 18th DAY OF December 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR